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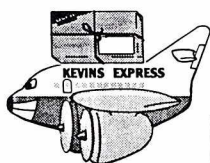
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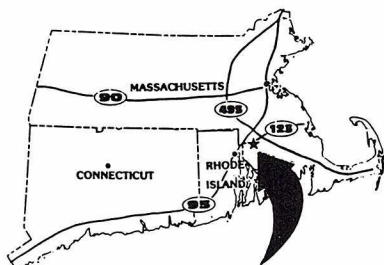
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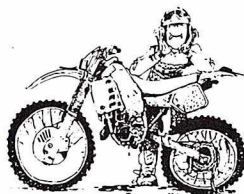
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On the cover: Who would ever imagine we'd see a repeat of the Penton Jackpiner? KTM's newest 200EXC LE on one of its first rides under Tommy Norton. Bossman photo at the Union hare scrambles property.

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Warning: Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. You should bundle up like a polyethylene Sta-Puft marshmallow man, and then go out and have fun. You will. Just don't worry about banging yourself up.

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LAST OVER



By Paul Clipper

Secret Desires

A long time ago, it was generally believed that the “winning combination” was 80 percent rider and 20 percent bike. I still believe this is true, up to a point. You take someone with tons of natural talent, like say, Roger DeCoster or Randy Hawkins or Kevin Hines, and the chances are they can kick your butt on any kind of bike you give them. These guys could ride anything and make you feel inept, because they’re overflowing with natural ability and have tons of experience to draw upon.

The rest of us weekend warriors aren’t quite so lucky. We have less of a pool of experience to draw from, and varying degrees of natural talent. Still, if you’re very actively racing, or have done so at one time, you might have developed enough talent where the bike doesn’t matter all that much—like maybe the ratio is more 50/50; maybe you can successfully race any bike, as long as it’s halfway decent. As you get older, or as the conditioning slips, I believe the ratio goes way down, until you reach the point where the bike makes a huge difference in the way you ride.

I figure I’ve reached the point where I need to rely on 80 percent bike, and let the other 20 percent be handled by my surprisingly lacking physical skills. Oh, I still know how to ride well, I just can’t do it fast anymore, unless the bike is willing to shoulder a very large part of the load.

Falling into this syndrome is okay, just as long as you can find a whole bike that does exactly everything perfect. And when was the last time that happened? Maybe your bike is a hard starter, or maybe you think it’s too heavy. Everybody has to send their suspension out in order to be happy; what if you could pick and choose from suspension components to put together a “perfect” system? Maybe your bike’s powerband doesn’t suit you, or maybe you don’t like the transmission ratios in your bike.

Now some of you are going to say, “Don’t like the transmission ratios? What is he, retarded?” but that’s a very real problem. Over the past 20 years I’ve ridden scores of bikes with a first gear that was way too low. This is real common on “enduro” bikes, because the engineers that design the bike are told by someone that they have to make a first gear suitable for riding observed trials. What do you do when first is too low? Do you install a bigger countershaft sprocket and a smaller rear sprocket and bring first up to where you can use it? Not usually. If you do that, you wind up

with a bike that can’t accelerate quickly in any gear, and it probably can’t spin top gear any more. No, instead you gear the bike down a little, making first gear lower still, and then you never use it. And if you started with a five-speed transmission, now you have a four-speed to ride.

Either way, the compromise stinks. It’s even worse if the bike in question has a second or third gear that is way too tall compared to the gear below it—the infamous “gap” in your gear ratios. A (relatively) too-tall third gear can make a bike almost unridable, and usually there’s nothing you can do to fix it. I know back in the “good old days” the guys who had factory sponsorships used to spend quite a bit of effort exchanging gear sets from bike to bike, as long as they would fit. If I recall, some of the old IT model Yamahas shared transmission parts with the YZ of the period, and a skilled mechanic with a vast part supply behind him could mix and match gear ratios to iron-out gaps in the gear range. However, if you weren’t sponsored, you needed deep pockets, plenty of skill, and a fair amount of luck to make this option work out correctly.

But I digress. The point is, wouldn’t it be wonderful to be able to build your perfect bike from a collection of off-the-shelf parts? If you have any experience with high-end mountain bikes, you know that this sort of thing is common among the pedal-bike people. There are dozens and dozens of frames you can choose from, in aluminum, titanium, exotic steel, fiber composites and bizarre mixes of composites and metals. Every component of a bicycle is available from a variety of manufacturers, ranging in price and quality from reasonable to outrageous. And out of all this you can create the mountain bike of your dreams.

How would you like to do that with a motorcycle? What would you use to build your perfect bike? I don’t know about you, but I have some ideas for myself, and maybe one day I’ll actually be able to create it (please keep subscribing, folks!).

The first issue that has to be addressed is what type of engine. Two-stroke engines are really effective for racing, fun for trail riding, but they have a lot of irritating habits. They smell bad, they’re very sensitive to dirt intrusion, in their best state of tune they’re noisy, and if everything isn’t adjusted properly (jetting, timing, flywheel weight, pipe, powervalve, etc.) they can be hard to ride. Four-stroke engines are heavier and harder to kick-start, but for my money I’d have to build a thumper. The best compromise in four-stroke engines right now is the Husaberg, and I’d start with a Husaberg 400 engine. It’s fairly

light, has a six-speed box, and is undoubtedly faster than any other 400 available. So what if parts prices are astronomical? This is a fantasy here, and anything goes.

Next, I’d have to wrap the engine with something, and for that I’d want to build a custom frame. There was a time when you could buy custom frames for Honda XL and early XR engines, from Trackmaster or C&J Frames, or a few other small-time frame builders. Sadly, those days are gone

(hopefully not forever), so you would have to find someone who could twist tubing and knew what they were doing. I’d go to a crazy bicycle frame builder and commission him to weld up a frame out of some sort of triple-butted chromoly steel bicycle tubing. The goal would be to wind up with a motorcycle frame that weighed something like eight pounds. Probably impossible, but what the heck, a dream is a dream.

For suspension and running gear, the choice is pretty simple. I think for the front end I’d want a Honda CR250 front end, complete. For

the forks I’d use the CR conventional cartridge forks from the early ‘90s, before they went to upside down forks. All suspension tuners seem to agree that these were the finest working, easiest to tune forks of the time, and they’re also fairly light. I’d stay with the whole Honda front brake system, because everybody knows they’re the best, and use a Honda front wheel as well.

The back end would also be an easy choice. I’d use an Ohlins shock, and hook it to a Husaberg swingarm (easiest way to mate up the brake and sprocket to the engine), and use a Honda brake system and rear wheel, if I could make it fit. The wheel would have to have an 18-inch rim on it, but that’s a simple problem to solve.

Maybe when I was finished I’d wind up with a 220-pound thumper that cost me maybe 15 grand, and maybe I’d go just a little bit faster. But it’d sure be fun to ride something like that! I don’t think I’ll build it soon, though, because the new generation of four-strokes that are coming down the pike look like they’re going to be pretty awesome, starting with that YZ400F due to arrive in December. If that bike is a good as they think it will be, we won’t have to even dream about building something trick, especially not for the \$5800 asking price!

But what would you build, if you could; if money was no object? I’d be interested in hearing about it. Just write us a letter here at P.O. Box 217, Granville MA 01034, and maybe we’ll print some of the responses. And if you already built it, by all means, send a picture! □



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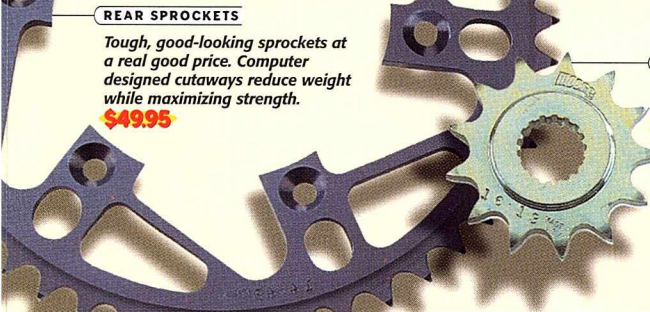
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EASTERN NEWS



Youth Class at CDR Hare Scrambles

After months of discussions with the State Police Racing Commission it appears that the Competition Dirt Riders have obtained permission to have a Youth class at the ECEA hare scrambles on November 9. The State Police will use the event as a trial run to see if they will allow more Youth events in 1998. This new class will allow kids down to 10 years old to compete on a smaller version of the event's hare scrambles course, in a race separate from the adults, just like NETRA's Junior class. CDR plans to have more than

Lafferty Wins!

The season is wrapped up, and an east coast boy took home all the gold! After carding his fifth overall win, Millville, New Jersey resident Mike Lafferty mathematically wrapped up the AMA National Enduro Series title with three



more rounds remaining. Lafferty's July 13 win in Drummond Island, Mich., increased his series lead to an insurmountable 90 points over Matt Stavish (Hon) of Blaine, Minn., securing Lafferty's first-ever AMA National title. His campaign this year included an impressive five wins and two second-place finishes in seven races so far. The title caps off a remarkable season for Lafferty that included not only his first-ever AMA National Enduro title, but also his first wins in the series. He also provided Austrian manufacturer KTM with its first AMA National Enduro title since Jeff Russell won it aboard a KTM in 1991. Third in the points chase so far is defending champion Randy Hawkins (Yam), who has been suffering through a bad-luck season after being asked to leave the Suzuki team last year. With three rounds remaining, Stavish plans to hold off Hawkins, and Lafferty wants to card in with seven overall wins for the season—after throwaways, that will be a perfect score. We'll let you know how he does..

to the State Polices' satisfaction, other clubs will be able to apply for a permit to hold a Youth class at their events. We think it's a great way to get more kids involved in the sport, and hope the Youth class catches on and grows in the ECEA.

Downeast Canceled

The Downeast Hare Scrambles, originally scheduled for August 3, has been canceled due to organizational problems. And unfortunately, we found out about it too late to mention it last month. The event, which is held way up in the State O' Maine, is widely regarded as being one of the most scenic of the NETRA races, in spite of being one of the farthest-flung. The club claims this is just a temporary set back, and they'll be back on the schedule next year with a bigger and better Downeast. If you went there on the strength of our mention of it last month, sorry; and we promise to do a better job in the future.

McLevy Leads Scrambles

As of the Central Vermont hare scrambles, Josh McLevy is leading the NETRA series with a solid points cushion. So far this year, Josh has won four overalls, including Clarkie's, Lembo, CATRA, and Central Vermont, and he seems to have no intention of backing off. Second place in the points right now is Patrick Timothy, who is a good 25 points behind the leader. Defending champion Tommy Norton is in fourth so far, right behind Todd Levesque. Norton so far has been wrestling with awful luck, bringing back mechanical failures more often than championship points. Paul Blanquart rounds out the top five.

White Mountain Videos

If you like obscure motorcycle videos, you can find them at White Horse Press in North Conway, New Hampshire. You can get such classics or chestnuts as Hell's Belles, The Wild Angels, Easy Rider, The Great Escape, The Wild One, Electraglide in Blue, Viva Knievel, Quadrophenia and more. None of the ones we list here sell for more than \$29.95 (Great Escape), and most are \$14.95, which is very reasonable. White Horse also offers every conceivable motorcycle book you could want, or they know where to get it, and they're right up here in North Conway, the outlet shopping capital of the world. You do want a catalog, really, and you can get one by calling (603)356-6556.

September Events

This month is absolutely packed with events to ride. The Valley Forge Trail Riders would be very sad if we didn't mention their event happening on the 14th, the Moonshine Enduro. It's one of the best Pennsylvania rock runs, and we'll bet you enjoy it if you ride it. There's an ECEA event every weekend in September, including the Michaux enduro on the seventh, the Moonshine, the Scrub Pine enduro on the 21st, and the Sotuhern Tier enduro on the 28th. The Southern Tier is a New York state enduro that has been running for quite a while, but it's new to the ECEA schedule.

In New England we have the Greylock enduro on the seventh, which is always a good Berkshire rock run, and the infamous Rubber Cow enduro on the 28th. The Rubber Cow is put on by the King Philip Trail Riders and it met with great critical acclaim last year, so everybody's looking forward to it again in '97. There's also the NETRA Stateline hare scrambles on the 14th, and the Woodsocross hare scrambles in Rhode Island on the 21st. Junior riders only have one event, with the Stearge Rock Jr. on the 27th.

Of course we would be remiss if we weren't to mention the Ammonoosuc River turkey run in northern New Hampshire on the seventh. The Ammo is our favorite turkey run of the year, and since it conflicts with the Greylock we don't know what to do. Oh well...there's also the Triple B turkey run in New Boston on the 14th, which is also a great ride. Do as many as you can, and have fun whatever! ☐

Where To Ride

9/6 AMA Nat. D.S., Golden Pond, KY
9/6-7 AMA GNCC Series, Millfield, OH
9/7 AMA National Hare Scrambles, Millfield, OH
9/7 Ammonoosuc River Turkey Run, North Haverhill NH
9/7 Greylock Enduro, Lee MA
9/7 Michaux Enduro, Shippensburg, PA
9/10 AMA Nat. D.S., Steamboat Springs, CO
9/14 Moonshine Enduro, Brandonville, PA
9/14 Stateline Hare Scrambles, Boyntonville NY
9/14 Triple B III Turkey Run, New Boston MA
9/20-21 AMA GNCC Series, Mt. Morris, PA
9/21 Scrub Pine Enduro, New Lisbon, NJ
9/21 Woodsocross Hare Scrambles, West Greenwich RI
9/27 AMA Nat. D.S., Elizabeth, WV
9/27 AMA Nat. D.S., Phoenix, AZ
9/27 Nervous Novice Parent/Child Ride, Brimfield MA
9/27 Stearge Rock Junior Enduro, Brimfield MA
9/28 AMA National Hare Scrambles, Henryetta, OK
9/28 Rubber Cow Enduro, Wrentham MA
9/28 Southern Tier Enduro, Eastern NY

Winners at Berkshire Jr.

The Berkshire Mudslinger Junior enduro happened a couple of weeks ago here, and though it's just down the street Trail Rider was unable to attend. Oh well, at least we have the results, courtesy of the BTR. They are as follows:

Junior A		Mini A	
HP Derek Phelps	12	HP Robert Rowe	6
1. Brian Sebben	13	1. Robert Langenback	10
2. Brian Wozniak	13	2. Scott DeCosta	10
3. Nathan Kanney	14	3. William Rowe	13
4. Boyd Brower	15	4. T.J. Swistro	23
5. Dan Young	16	5. Adam Simcock	29
Junior B		Mini B	
1. Corey Murdock	32	1. Bradley Hayden	29
2. Mike Hardick	35	2. Curran Orlowski	35
3. Adam Aborn	35	3. Nick Fogarty	51
4. Justin Tucker	36	4. Patrick Clark	ck.4
5. Mike Wolf	42	5. Derek Grundmann	33

one class for youth participation in the morning of the event, and exactly how it works out depends on the number of entries. Dave Bostrom was the instrumental force behind the new Youth class. He single-handedly lobbied the State Police Racing Control Unit until they agreed to this first trial run. If it works out

NAMES AND ADDRESSES

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the bike leap to life \$149 rear, \$119 front), and they also have replacement springs. All of this and more is available from A-Loop Offroad, 3911 Norwood Drive #G, Littleton, CO 80125.

Log Your Miles

Many of you sharp-eyed readers have noticed a two-color ad in the back of the book for a Dirt Rider Log Book, offered by Bushmaster. Well, the

people who make it sent one for our inspection, and it is a pretty neat little package. It's printed on heavy paper that can stand up to the elements, and each page is laid out to allow you

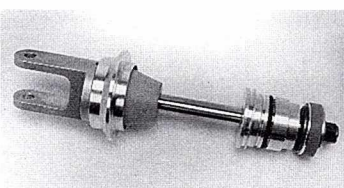
to easily log every ride you do on you bike. For years, the really organized people have been preaching to us that we should do this to keep track of maintenance, how many hours between major service and such, and I'm sure we all admit it's a good idea. Bushmaster's printed book is all set up so you can do it without thinking, and we like that. It's even a good way to remember past rides and riding areas. The Log Book is avail-

able for \$13 plus \$2 shipping from Bushmaster, P.O. Box 875, Otis Orchards, WA 99027-0875.

Full Shock Fix

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it. Works offers a full "Heart Transplant" to your stock shock, wherein they replace the whole shock piston rather than just a few shims, and they can do the



seals and shaft bushings at the same time. If you have a bent or damaged shaft, Works has the "Guts" cartridge, which replaces the shaft, eye or clevis, the bumper, seal head and dust cap, and includes the Heart Transplant piston—basically all the insides of the shock. There is a standard version and an adjustable version available, and they can fill you in on the whole deal. Give 'em a call at (818)701-1010.

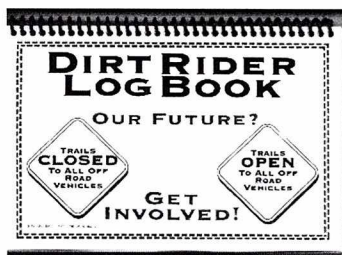
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If you've got an XR400, chances are you need some things for it. Even if you don't, you might just want to spend some money on the dear thing. If so, A-Loop has the XR400 stuff, including its 35-micron stainless steel oil filter. This washable, reusable filter cleans the oil better than any stock filter and will save you a bundle if you change oil often. \$64.95, and worth it. A-Loop also has a chain guide protector to help keep the stock plastic chain guide attached to the bike (\$22.95), and a skid plate with side wings, and oil drain hole, and stainless steel clamps to hook it up (\$64.95). They also have a motocross carb kit that will eliminate bogging and hesitation over rough terrain (\$29.95), and offer an off-road suspension revalving that will make



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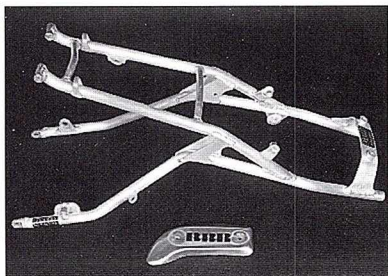
get it, just call First USA and tell them you want the Honda Motorcycle Platinum Visa and they'll fix you up. (800)451-2491.

Cool Aluminum

Okay, so this column is starting to look like a New Products column, but there's a ton of stuff that's come in the door this month. One very cool thing is this note from DeVol Racing, saying they have these new heat treated aluminum subframes from BBR. Available for the '96-'97 XR250 and 400, they weigh a little better than two pounds less than stock, and they're half the price of an OEM replacement part. How can you beat it, for \$199? BBR also makes them for the '92-'96 CR125 & 250 Honda, and the '97-'98 CRs, and other models are on the way. They also have an aluminum heat shield for the XR250/400, and you can learn much more by calling DeVol at (360)825-2106.

KTM Awards

We received a press release from KTM, telling us about the two Cycle World awards they won this year. Hmmph! Like we care about Cycle World! They're all into body piercing out there. Anyhow, they said that CW awarded the 620RXC as the best dual sport bike for '97, and that the 250 EXC was the best enduro bike. Considering the competition carefully, we'd probably agree with them; but from what we understand the '98 KTMs are going to be a giant leap



above what they have now. We've heard rumors from KTM that claim things like "lighter" and "more narrow" and "awesome," and we're hoping that the rumors are true. We've made it no secret that we like KTMs here

(really, how many other stock enduro bikes are as competitive?), but we've also made it no secret that we believe the Austrian bikes have been getting porkier over the years. The modern dirt bike is on the cutting edge of technology, and if they could all start losing weight we as riders would be much happier. Are the KTM rumors true? We'll find out soon, and we'll let you know.

Fix Your Jug

If you suffer one of those late-season seizures, what are you going to do? Go out and buy a new cylinder, piston, and all the related parts? Probably, but you might want to try to save a few bucks and get your old cylinder fixed, especially if you've had it ported or otherwise



worked on. Max Power Cylinders is a new venture started by Eric Gorr that combines the technologies of two British companies that specialize in cylinder bore repair. They specialize in custom parts for Indy-car and F-1 racing engines, and can use their cylinder plating process to repair both two- and four-stroke engines. They claim to be able to fix just about any kind of damage, so it'd

be worth it to give them a call. MPC is in Madison, Wisconsin, and their phone number is (608)224-2524.

WB Vortip

While we're talking about XR400 parts, here's something from White

Bros that may be a neat thing to add to your XR. WB makes the Vortip exhaust insert. It replaces the stock XR400 exhaust baffle and increases flow and horsepower while reducing noise, compared to running the bike without the stock baffle. The Vortip has a turned-down tip that does a lot to reduce apparent noise from the bike, and it's all stainless steel. It retails for \$69.95 from all White Bros dealers, or call them at (714)692-3404 and tell them Trail Rider sent you, so maybe they'll start to advertise, and then we'll make more money and be able to afford to add more pages to this rag, and we'll get all fat and bloated and aristocratic and drive to all the races in a Cadillac. ☐

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PBER SPRING HARE SCRAMBLES

Hammering the hammered South Jersey sand trails

By Mark Uth

Chatsworth, NJ 6/8

Pro MXer Joel Dengler dusted off his woods skills, piloting a Suzuki RM250 to the overall victory at the Pine Barons Spring Hare Scrambles held on the N.J. ORV Park grounds in Chatsworth, New Jersey. The usually RM125 mounted Dengler came from behind to beat out a field that included fellow RM250 MXer Brian Carroll, enduro hot shoe Kevin Bennett, and National Enduro Series points leader Mike Lafferty, using this local run to stay in shape during this break in the national series schedule. After the race, Dengler was mostly low key regarding the win. Perhaps somewhat worn out from the relentless sand whoop-de-dos, Joel commented, "I had no trouble with my bike or the course, and just kept the throttle pinned wherever possible."

Cool East Coast spring time weather continued for the event, providing near perfect conditions. Comfortable morning temperatures rose into the low 70s by the time the race was underway, with partly sunny skies and light breezes making things seem cooler yet. There was no rain in the days immediately prior to the event, making the course plenty dry and dusty.

More than 200 motorcycle and ATV riders entered the event, a carnival atmosphere bolstered by the considerable number of spectators lured by the magnanimous no cost gate fee. ATV races in the morning were followed by the motorcycle main event, scheduled for a 12 p.m. start. The club had laid out a six and a half mile course run within the ORV park grounds and made use of the park's improved ATV and MX tracks. However, the lion's share of the course was composed of countless miles of hammered, whooped-out trail carved into terra firma that ranged from

gravel-laced hardpack to deep, soft, sugar sand. There was little, if any, tight trail or technical type obstacles to slow down the pace. As a result, riders had to be on the pipe nearly the entire race, with virtually no rest sections in between.

The start was held on the wide open flats of the ATV/truck track in the north end of the park. In the motorcycle main event, bikes were started in waves by class, separated by 30 second intervals. A two hour main event was scheduled for A and B classes, while C, Senior and Super Senior classes were flagged in after an hour and a half of racing. The dead engine start allowed more than a hundred yard sprint to the first turn, plenty enough of a straight run to breed trouble for many. During the Expert start, it was chaos in the first turn as CR250-mounted Kevin Bennett lead the pack only to overshoot the slick, hardpack turn and be forced to take a wide outside line. Taking advantage of Bennett's overzealous start, Brian Carroll assumed the lead, followed by KB and Mike Lafferty.

Taking advantage of mistakes by Carroll (blown turn) and Bennett (crash), Lafferty assumed the lead near halfway through the first lap and proceeded to lead a freight train, as a half dozen or so riders remained tightly packed the entire first trip around. At the end of lap one it was Lafferty, Carroll, Bennett and Dengler passing through the barrels in quick order.

In the course of the second lap, Carroll and Dengler began to exert some pres-

sure on the front runners, taking full advantage of the MX-oriented course. Dengler made a move to get by Bennett, assuming the number three position behind Carroll early into the second lap. Soon thereafter it was Mike's turn for a gaffe, taking a major endo which allowed both Carroll and Dengler to scoot by while he searched for his bike in the brush. Lafferty and Bennett then settled into the numbers three and four positions. Things remained like this during the third and fourth laps as well, although Carroll and Dengler managed to pull away from Lafferty and Bennett, building a lead of more than a minute.

Top riders were turning in sub 18 minute lap times during the middle part of the race, this equating to better than 21 MPH speed



Race winner Joel Dengler passes a lapper late in the Pine Barons' hare scrambles. The NJORVP course was a sand-master's delight!



Kevin Bennett rode a sensible race and finished up in fourth overall.



Brian Carroll was an early leader, then locked into a battle with Dengler that ended with a second overall for Carroll, and Dengler's win.



Mike Lafferty was the early leader, but a series of crashes put him down to third by the finish.

average over the strength-sapping course. While no other riders challenged the leaders, Lee Rostin, Mike Bradway and Richard Lafferty at the same time maintained a workmanlike pace and a stranglehold on the numbers 5-6-7 slots.

After the fourth lap, Carroll and Dengler both pulled into the pits to refuel and rewater. Dengler, aided by an experienced pit crew lead by his father, former ECEA Champion Bruce Dengler, refueled quickly and smoked by Carroll to start the fifth lap. Carroll soon settled in behind Dengler, but was unable to close the gap. The rest of the

Pine Barons Hare Scramble

Unofficial Results Overall

1. Joel Dengler
2. Brian Carroll
3. Mike Lafferty
4. Kevin Bennett
5. Lee Rostin

A0-200

1. Lee Rostin
2. Kevin Kazmierski
3. Ron Lucas

A 250-Open

1. Joel Dengler
2. Brian Carroll
3. Mike Lafferty
4. Kevin Bennett
5. Richard Lafferty

B 0-200

1. Bill Hess
2. Eric Corbin

3. Joe Newman

4. Lew Robbins
5. Greg Gant

B 250-Open

1. Mike Crum
2. Steve Pfeffer
3. Lance Thomson
4. Dave Nash
5. Rick Kivela

Four Stroke

- A. J. Gagliardi
- B. Scott Tellone
- C. Brad Pace
- D. Erik Hohenberger
- E. Jeff Kohlmeier

Veteran (30+)

1. Keith Rogers
2. John Walton
3. Wayne King
4. Tom Gafgen
5. Andrew Bradway

Senior (40+)

1. Anthony Tomasello
2. Jerry Lynn
3. Gary Nobel
4. Mike Borrelli
5. Martin Ferguson

Super Senior (50+)

1. Jack Lafferty
2. Rich Trader
3. Lindsay Pirie
4. Pete Benedik
5. Rocco Sparks

C 0-200

1. Ed Bannon
2. George Parker
3. Kim Plummer
4. Matt Huff
5. Tom Seaman

C 250-Open

1. Geoff Haenn
2. Chris Vecchione

3. Mike Sharp

4. Eric Reeves
5. Marco Dottavio

ATV Two Stroke

1. Mike Krachun
2. John Madiachimou
3. Khris Butler
4. Gary Walker
5. Chris Comk

ATV Four Stroke

1. Dave Meeks
2. Dave Miloszan
3. Dave Lawrence
4. Justin Lach
5. Bill Layton

ATV 4X4

1. Bill Herrington
2. Orime Gonzalez

competition spread out some over the final laps, and there were no lead changes. Only the top four riders, Dengler, Carroll, Lafferty and Bennett, made the two hour cutoff to complete a final seventh lap. At the end of the race, after nearly two and a half hours of a sand whoop workout, Dengler emerged from the woods to win handily, a comfortable final margin of several minutes ahead of Carroll. Going into that final lap, Mike Lafferty trailed Carroll by less than 20 seconds, seeing him across the track as he exited the barrels for the white flag lap. Roosting out of the barrels with bad intent, Mike's quest for second was all-too-soon thwarted as another crushing wipeout on the final lap negated his bid to move up.

Carroll, (second overall) and Mike Lafferty (third overall) filled out the podium while a CR250 mounted Kevin Bennett soldiered on

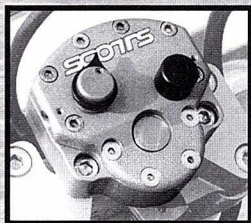
to finish fourth overall, never really challenging the leaders or being challenged himself. Lee Rostin finished fifth overall and first in the A200 class. Richard Lafferty rode a KTM to sixth overall seeding, followed by early front runner Mike Bradway, KX250 mounted Marc Grossman, and Grateful Ed O'Flynn, who did more than his share of trench-digging aboard his CR500.

PBER president John Morgan helped see that results were finalized and posted as expeditiously as possible. Trophy presentation soon followed, as top finishers received obligatory plastic trinkets. Some contingencies were included, donated by event sponsors Enduro Experts (New Gretna, NJ), Griffin Vehicle Service (Chatsworth, NJ), Mt. Holly Power Sports (Mt. Holly, NJ) and Motion Enterprises (Hammonton, NJ). □

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Scott Plessinger

Grand National Cross
Country Champion

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DAM GOOD

Todd Levesque caps a perfect day in Thomaston

By Cheri Alix, photos by Paul Clipper

Thomaston, CT 6/15

Three hundred and fifty riders descended on the Thomaston Dam for the fifth round of the NETRA hare scrambles series. The Pathfinders laid out the course, which started in the flood plain behind the dam, then crossed the access road and into the hills before heading back down into the flood plain. The low lying sections of the 10.5 mile Expert/Amateur course were nothing but dry, silty whoops, some of which were close to five feet deep, with the higher elevations being hilly, full of rocks, with a few long dusty straightaways. The start was laid out in a small field with an off camber right-hand turn straight into the

whoops.

The Juniors and Novices ran a shorter eight mile course, with the Juniors running two laps and the Novices running three laps. The Junior event started the day, with Drew Carpenter taking a commanding lead right off the line. Nathan Kanney and Boyd Brower put in a good battle in second place and were able to close the gap on Carpenter, but not soon enough. Carpenter went on to win the event with a thirty second lead. Kanney won out over Brower by seven seconds for second place. Robert Rowe had no problems winning the Mini class, grabbing the checkered flag with six minutes on second place William Rowe. In the Novice event, it was Craig Abendroth smoking the competition on his Kawasaki 250 and taking the Novice High Point.

When the flag dropped for the five lap main event, it was Factory Connection/Pirelli/REP sponsored Todd Levesque getting the holeshot. PJ Peculis, Randy McCann and Jason Cayer were close behind, only to get dusted out once they turned the corner into the whoops. The dust was unbelievable. All you could see of the rider in front of you was their helmet. As you followed, you just hoped they were on the trail. Two riders that did lose sight of the trail were Luke McNeil and Ken Law. Law did a major endo over a log but was able to continue while McNeil wasn't so lucky. McNeil crashed real hard knocking himself out and bruising his back.

Levesque had a dust free path in front of him, which allowed him to pull a 10 second lead by the time they crossed the road and hit the rock section.

By the end of the first lap, Levesque had put forty seconds on second place Midtown Kawasaki's McCann. Peculis was now in third place, back another twenty seconds, followed by Razee Cycles' Cayer and KTM/Dyno Port/VP Fuel-backed Tom Norton. Levesque was holding a good pace of thirty minutes a lap, but McCann had picked up

the pace and was closing in. By the time the riders came around at the end of the second lap, McCann had closed the gap to only 30 seconds.

When the riders came into the pits, which were two miles from the barrels, Levesque's lead was down to twenty seconds. He soon lost his lead in the pits, as McCann came in before he finished gassing. Norton, who was now in third place, was also closing in, arriving in the pits only ten seconds behind the departing leader. Peculis was back another 1 1/2 minutes, followed by Cayer.

A few Expert riders had now moved up into the top 10. Ken Valentine, from the Open class, was now in seventh place overall. Jeff Staples and Kris Mooney, both riding in the Expert 250 class, were in sixth



The top Novice rider for the day was Craig Abendroth, who took the holeshot in the C class race and led every lap.



Todd Levesque held the point for nearly the entire race, winning the overall in spite of considerable pressure from Randy McCann and Tom Norton.



The Women's class competitors bask in the glow after their race. From left: Heidi Landon, Sally Haber, Susan LaFlamme, Dawn Silvia.



A clean start for the B Veteran class.



Robert Rowe Jr. won the Mini class overall, launching his KX in front of the rest of the Mini entrants.

and ninth place respectively.

The front three runners hung together for several miles into the third lap, until they crossed the road back into the blinding dust. McCann, who always seems to do good in the wide open sections, took advantage of the dust and passed Levesque on the first straightaway, taking over the lead for the second time during the race. Levesque was able to hold off Norton for the remainder of the lap, but only by seconds. McCann managed to put twenty seconds on the two as they completed the third lap. Fourth place was still being held by Peculis, but Valentine and Cayer were closing in fast.

As the riders headed out for the fifth and final lap, it looked like it would be one of the closest races this year. McCann, Levesque and Norton were all within 10 seconds as the three riders came around the pits for the final time. Norton, who was the only rider not running a large gas tank, had to pit for a splash of gas before heading out for the final eight miles, losing 20 seconds. But by the time the three hit the security check halfway into the lap, they were all back to within six seconds of each other.

Levesque really wanted the win, and knew

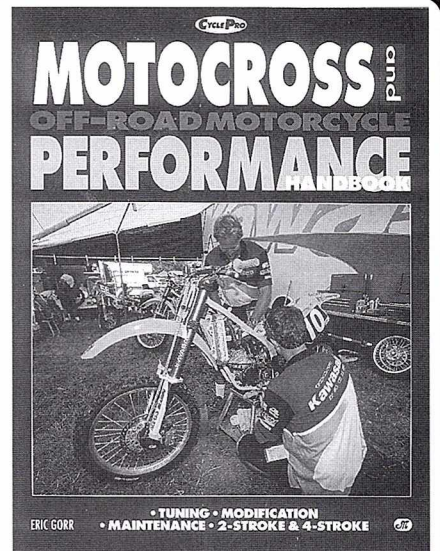


Drew Carpenter was the top Junior rider for the day.

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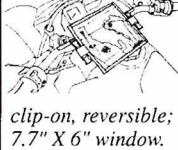
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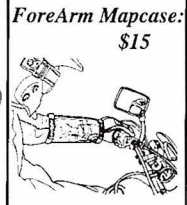
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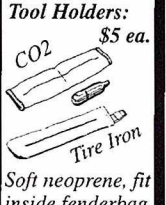
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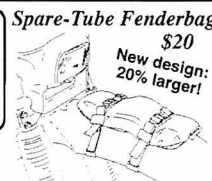
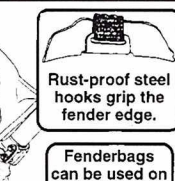
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100/90x19 K760	\$44 ⁹⁹
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Kris Mooney reaches for a quick dab in the roots, on his way to second A250.

that he had to pass McCann before they crossed over into the dust. It was in the last rocky section, the same place he made the move on McCann earlier in the race, that he grabbed the lead never to look back. Levesque just twisted the throttle back as far as it would go, taking the checkered flag with a minute lead. McCann kept Norton at bay for the remainder of the lap, taking second place with Norton finishing third.

Ken Valentine passed both Cayer and Peculis on the final lap, taking fourth place overall along with the Expert class High Point. Cayer rounded out the top five, edging out Peculis, who crashed hard during the final half of the event causing him to fall off the pace.

Expert 250 riders Wes Clarke and Kris Mooney put in a good battle near the end, with both riders finishing in the top ten. Clarke

Dam Good Hare Scramble

Todd Levesque	Yam
Overall Champion	
Ken Valentine	KTM
A High Point	
Christopher Cramer	Hon
B High Point	
Craig Abendroth	Kaw
C High Point	
AA	

1. Todd Levesque	Yam
2. Randy McCann	Kaw
3. Tom Norton	KTM
4. Jason Cayer	CRE
5. PJ Peculis	Yam

Junior	
1. Drew Carpenter	Suz
2. Nathan Kanney	Yam
3. Boyd Brower Jr.	Yam
4. Derek Phelps	KTM
5. Mike Peristere	Yam

Mini	
1. Robert Rowe Jr.	Kaw
2. William Rowe	Kaw
3. John Moore	Yam
4. Brian Choquette	Hon
5. TJ Swistro	Yam

Women	
1. Sally Haber	Kaw
2. Heidi Landon	Kaw
3. Susan LaFlamme	Kaw
4. Dawn Silvia	Kaw
5. Pam McCann	Kaw

Novice 250	
1. Craig Abendroth	Kaw

2. Kurt Wright	
3. Brian Stannard	
4. Joshua Beebe	
5. Steve Kecskes	
Novice 200	
1. Richard Lessard	Kaw
2. Todd Frias	Kaw
3. Robert Hart	Kaw
4. Keith Roberts	Kaw
5. Mike Trecinski	Kaw

Novice 125	
1. Brian Wozniak	Kaw
2. Mike Peristere	Yam
3. Chris Downie	Hon
4. Steve Blangard	Kaw
5. Brian Pirro	Kaw

Novice Open	
1. Chris Panzella	Hon
2. Paul Slater	Hon
3. Carl Jepson	Hon
4. Lorne Goralnik	Hon
5. Robert Riguette	Hus

Novice Veteran	
1. Stephen Morris	Suz
2. Robert Knudsen	Hon
3. Michael Serrilla	Yam
4. Doug Galley	KTM
5. Michael Litwin	Kaw

Novice Four Stroke	
1. Matt Girovard	Hbg
2. William Reiss	Suz
3. David Williams	Hon
4. Stephan Sherman	Hon
5. Patrick Murphy	Hon

Novice Senior	
----------------------	--

Kaw	1. Bill Fischer
Kaw	2. Mark Jolley
Hon	3. Paul Barbour
Kaw	4. Stephen Messenger
	5. Charles Kennedy
	Amateur 250
Kaw	1. Steve Deyo
Kaw	2. Robert Carlson
Kaw	3. Kevin Hubbard
Kaw	4. David Clark
	5. Austin Jalbert

	Amateur 200
Kaw	1. Lionel Asselin
Yam	2. David Bradley
Hon	3. Eric Rougeau
Kaw	4. Scott Harwood
Kaw	5. Larry Silvia

	Amateur Open
Hon	1. Christopher Cramer
Hon	2. Dan Salamone
Hon	3. Casey Griswold
Hon	4. Steven Sheppard
Hus	5. Ronan Buggle

	Amateur Veteran
Suz	1. Lance Longo
Hon	2. Robert White
Yam	3. Bruce Hawes
KTM	4. Stace Ames
Kaw	5. Eric Reinhard

	Amateur Four Stroke
Hon	1. Gus Bender
	Amateur Senior
Hon	1. Robert Foster
Hon	2. Chris Fahan
Yam	3. Larry Piers


Kaw	4. Doug Vail
Kaw	5. Gerard Labelle
Hon	Expert 250
Kaw	1. Wes Clarke Jr.
Yam	2. Kris Mooney
Hon	3. Jeff Staples
KTM	4. Sam Verdetto
Yam	5. Bruce Yuill
	Expert 200
KTM	1. Hans Neff
Kaw	2. Steve Formanek
Yam	3. Brett Costello
	4. Glen Brigham
Yam	5. Neil Dennett

	Expert Open
KTM	1. Ken Valentine
KTM	2. Roger Billharz
KTM	3. Jim Simcock
KTM	4. Mark Burdick
	Expert Veteran
Yam	1. Kenneth Held
Hon	2. Peter Antinarelli
Hon	3. John Faney
Suz	4. Rick Capson
Hon	5. Lee Pelletier

	Expert Four Stroke
Hon	1. Philip Lemere
Hon	2. Charles Burdick
Kaw	3. Jerry Shinnors
	Expert Senior
Kaw	1. Steve Formanek
Yam	2. Scott Wolfersberger
Hon	3. James Simone
Kaw	4. John Dunn Jr.
KTM	5. Victor Tiship

also won the Expert 250 class with Mooney coming in second. Jeff Staples, who had been running in the top ten earlier in the day, finished third in the 250 class.

In the Expert 200 class it was Hans Neff and Steve Formanek battling until the end with Neff taking the class win by only seconds. The Amateur class saw Honda rider Christopher Cramer taking the Amateur Highpoint. His closest competition was Steve Deyo on his Suzuki 250. Deyo won the Amateur 250 class followed by Robert Carlson in second. □



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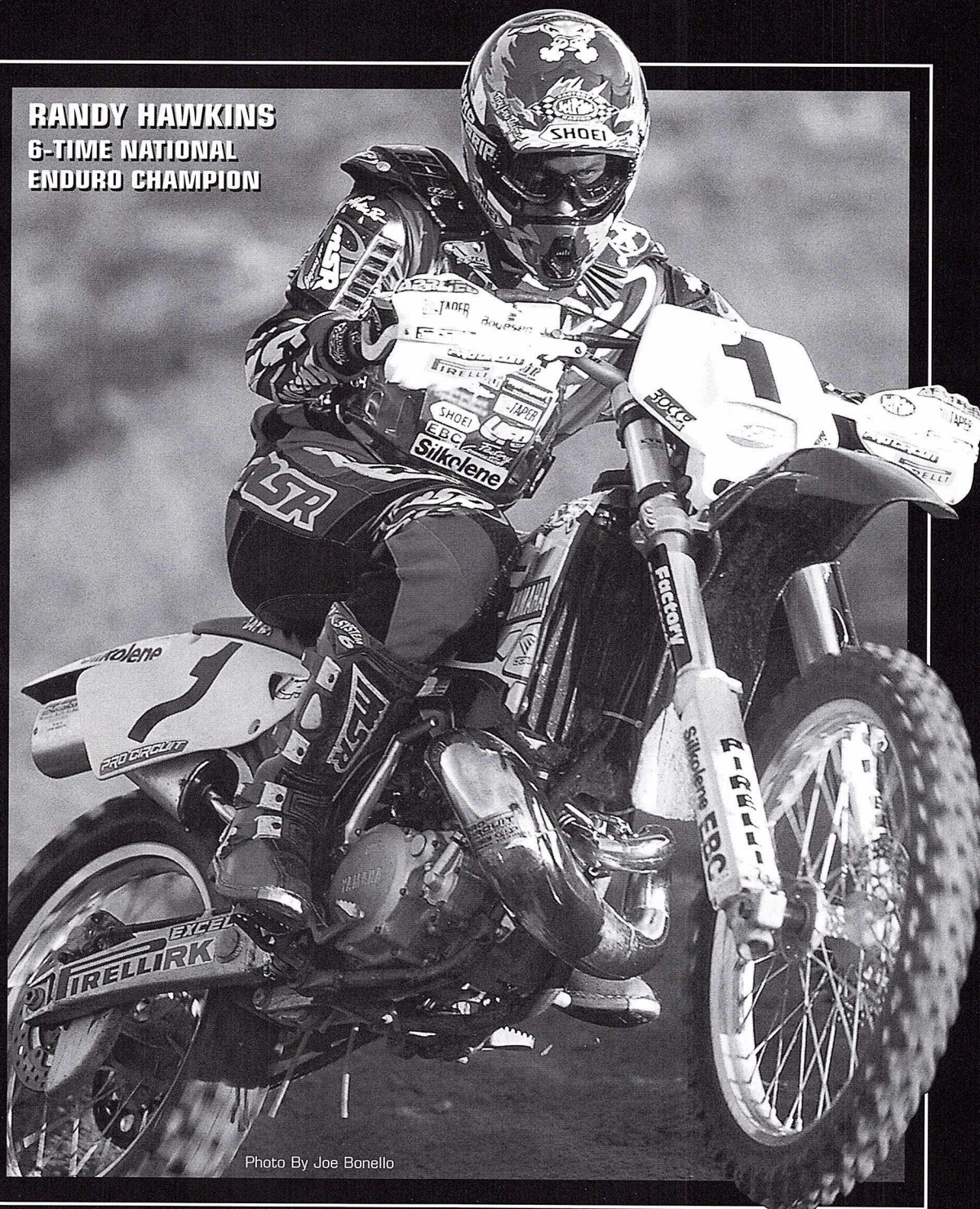


Photo By Joe Bonello

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KTM 200 E/XC LE

Do you really need to ride a 250 any more?

Let's face it, you're not going to own one of these bikes. The KTM 200 E/XC LE is just what its name implies, a Limited Edition. KTM is going to make between 100 and 145 of these baby-blue 200s, depending on whose estimate you believe, and then they're going to throw away the mold, so to speak. From the git-go, the bike was designed as a collector's edition KTM, and unless you ordered one months ago, and paid the \$6797 price tag, your chances of owning a 200 LE are mighty slim. Don't be looking for them used, either. Most of these babies are going to be oiled down and put away for posterity. And that is a damn shame, because it is one heck of a wild bike.

The only person we know who actually received one of these blue 200s to ride is Tommy Norton, last year's NETRA hare scrambles champion. Tommy got a bike because they wanted somebody to test it

Norton is probably the only racer on KTM's docket who will get one of the LEs to race, so we're mighty fortunate to live close to him.

So if it's so exclusive, why are we talking about it? Well, because starting this month you're going to be able to pick up the same bike down at your local KTM dealer, in orange flavor, rather than blue. It will be a standard 1998 model, part of the line, and priced proportionally to the rest of the '98 machines. There will be some minor changes; the '98 model will have 45mm forks rather than the huge 50mm tubes on the LE, and other little bits are likely to be slightly different (at this point we honestly don't know). The one thing for sure is that the engine is going to be the same, and right there is a good reason to party.

The Motor's What's Happening



With a brand new engine, frame, and bodywork to fit, the 200EXC is the best-constructed KTM we've ever seen

hard, and they know Tommy's the man if you want a bike flogged. We hooked up with him and spent a very short time riding the bike, and a longer time talking to him about it. He also went on to race the bike at the Central Vermont hare scrambles before this went into print, and only finished fourth because he ran it out of gas on the last lap.

The 200 E/XC shares the same bottom end with the new 125 engine. This engine has been in the works at KTM R&D for possibly the past eight years. Many moons ago the R&D department started hearing all the KTM riders crying that they wanted a new 125 engine, and at the same time they knew that a 200cc engine would be eagerly snapped up by the American market, at least. Trouble was, the only 175/200 bottom end they had was a non-primary kick dinosaur left over from the Cenozoic Era, and they knew their existing 125cc bottom end couldn't handle the torque from the 200cc top end. Clearly a new-generation 125/200cc bottom end (crankcase and transmission) was needed, so they set about designing it.

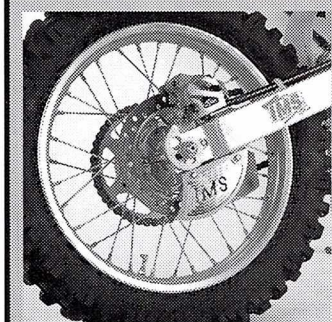
Folks wonder why it took so long, but the KTM folks do things in their own time. A very big project taking up R&D time back then was development of the four-stroke



Tommy Norton started racing a 200 LE at the Central Vermont hare scrambles, and had an impressive first ride.

engine, and KTM's slip into bankruptcy and subsequent change of ownership a few years back didn't help speed things along. Also, as often as the KTM engineers had a prototype in hand it seemed the rules changed—now we want a right-side kick (which they were opposed to), here's a new design for a power valve, and so on. Add to that the plain fact that KTM can't afford to release something that might be fundamentally flawed, and you get eight long years of development time.

The finished product certainly does work well, though. The engine is indeed a right-side kick, signaling the end of any left-side kick KTM two-strokes. It is also left side drive, which is a little different for KTM. The clutch is completely new, and hydraulically actuated as well. The clutch master cylinder is a nifty little lever/reservoir combination that is so unobtrusive most people don't even notice the new plumbing, and although the clutch pull is fairly soft, it's not goofy-soft like the hydraulic clutch on the



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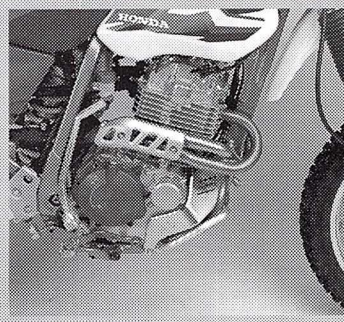
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Gas-Gas. There's a new design power valve on the 200 E/XC as well.

None of the specifications mean anything if the engine doesn't work right, and we're here to tell you we rode it, and man does it work right. Long ago the KTM engineers pledged that if they built a 200, it wasn't going to be any kind of namby-pamby 200, and they met their goal. Norton said it best, "I finished putting the bike together, poured some gas into it, and decided to run it down the street in front of my house just to see if it ran. When I gassed it a couple of times, I felt no acceleration, and I thought 'Oh no, the clutch is slipping...' but when I turned around to head back to the garage to check it out, I saw two fifty-foot black strips on the road, one after the other. It wasn't slipping the clutch, it was spinning the rear tire—on the asphalt!!"

When we rode the bike, our first impression was that KTM had no need to build a 250 any more. The 200 pulls fairly hard from the bottom, not really as strong as the 250, but much more so than any other 200 out there. The midrange power is surprisingly intense, but much smoother than you'd imagine—there's not a big, arm-jerking hit in the midrange. Then, if you have room enough to hold the throttle wide open, the 200 revs out to an uncivilized scream, just like a 125. It feels like a weak 250; like a 250 with worn rings. It's nothing like a peaky 125, and there's plenty of power for any situation you're going to find on eastern trails.

This could be the perfect dirt riding motor. Certainly, anybody who now rides a 200 is going to love it, and it'll pull its share of 125 riders as well. We're convinced that the

200cc engine is going to convert some 250 owners as well, which KTM doesn't like to hear. They don't want to lose any of their 250 customers!

Well, they should have thought of that when they were making the 200 so blasted powerful.

Chassis Happenings

The thing that really convinces us that this 200 will attract a lot of 250 riders is the weight. Seat of the pants, this 200 feels 25 pounds lighter than the 250. And why not? It's built on a 125cc chassis. Norton weighed the bike on his bathroom scale, and came up with a weight of 220 pounds, full of gas and ready to ride. That's a whole lot better than the weight of our test '97 250 E/XC, which tipped our scales at 244 all set to go. On top of the light weight, the 200 is narrow. When you're riding, the seat seems to come to a point underneath you, and it takes a little effort to grip the seat/tank junction with your knees. Folks who are bow-legged are going to have a hard time feeling this bike under them.

When you get down low and look at this bike, the other thing you'll notice is the careful construction and attention to detail. KTMs have always been well-made, but with the 200 E/XC they've gone beyond what we've all come to expect. It shouldn't be too much of a surprise, because they had a brand-new engine, and the chance to build a brand-new frame for it. They did a really fine job. Nothing looks like it's tacked-on, everything is fitted perfectly. Everything, from the engine mounts to the way the aluminum subframe is attached, appears to be detailed perfectly.

The suspension system is really kind of



We're only going to say this once: this is the fastest 200 we've ever ridden. For a stock bike, the 200 EXC shows an incredible amount of potential.

trick as well. This is the first KTM model to use the new PDS rear suspension system. With the PDS, there is no longer any linkage attached to the bottom end of the shock. Instead, the "rising rate" damping is all



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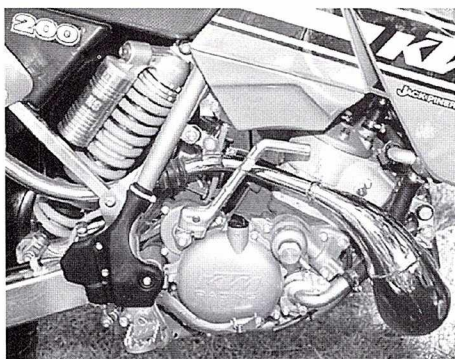
Fork Ultra Adjusters compensate for radical changes in terrain.



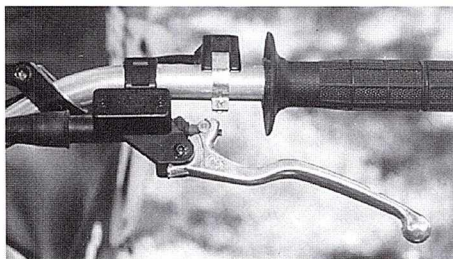
Internal Bleed System reduces fork oil fade by keeping the oil free of air.

"...the adjustment range for extremes in track conditions and rider profiles was amazing."

Dirt Rider, Fork Ultra Adjuster test, November 1996.



All new 200cc/1255cc lower end is very finely finished for a KTM, and seems very effective. Below: What could be more fun than a hydraulic clutch?



accomplished with damper valving and a giant progressive-wound spring. On this bike there was an Ohlins shock, although we've heard that the '98s are going to come with a WP shock. Whatever, there are a number of advantages to the system, as long as it works. It saves weight, it improves ground clearance, it simplifies maintenance, and it's less expensive to build and

maintain—you know how much linkage arms and bearings cost.

How does it work? We don't know—"pretty good," is a good answer at this point, because the bike we rode was totally stock, and Norton had no information on what the rear sag should be, and there's probably a fair chance that it has to re-valved for New England anyhow, like everything else. We rode it in ignorant rocks, and the back end seemed a little stiff, but not nasty. Sorry, but this is the sort of thing we have to spend time with, and we spent no time with this bike. We do know, after spending a season riding the ATK 250, with its own link-less rear suspension, that such a system can work well, so we're not concerned. It'll be good, once everyone figures out how to set it up. Norton was leading the Central Vermont hare scrambles when he ran out of gas, so it must work pretty decent.

(It's very worthwhile to note that the link-less ATK suspension system is nothing at all like the KTM system, except in appearance. The KTM uses a radical new shock design with two separate pistons and two complete sets of valving, and it is designed specifically to work with the PDS system only.)

The forks on this 200 were the massive 50mm Marzocchi Magnums, and there's nothing unusual about them. It's a little too much fork for this bike, in our opinion, and the '98 200s are going to come with 45mm forks, which will also cut the weight even further.

The only negative we can come up with in such a short impression is the exhaust pipe. It seems huge and bulbous towards the front, and hangs kind of low. This may be a

prime target for every big rock in the woods. The again, if you can ride it fast enough you'll fly over all the rocks, won't you?

Test Bike?

Spending a few short minutes riding the blue 200 wasn't enough, but it was plenty of time to convince us that we want one of these things for a test bike as soon as the orange ones are available. We have a sneaking suspicion that this is going to be the most popular bike in the KTM line-up in 1998, and we also predict that they sell them all by April. IF we can get one, look for a full test some time this winter. Don't bother holding your breath for it; we already are. □

SPECIFICATIONS KTM 200 E/XC LE

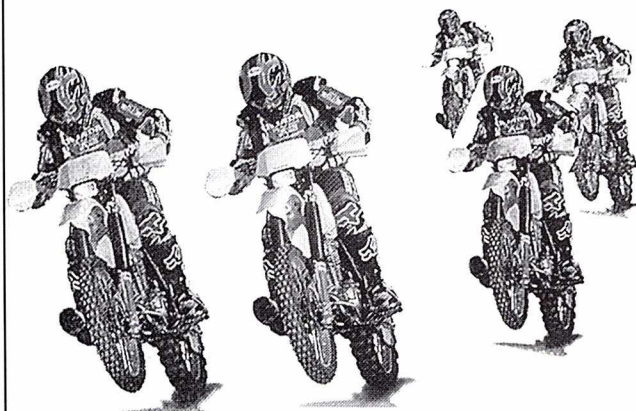
Engine Type:	Liquid-cooled 2 stroke
Displacement:	193cc
Bore/Stroke:	64 X 60mm
Transmission:	Six-speed WR
Gearing:	14/48
Chain:	Regina o-ring
Tank Capacity:	9 liters (2.4 gal.)
Carburetion:	Keihin 39mm D-slide
Ignition:	Kokusan Digital, 110w lighting
Forks:	Marzocchi Magnum 50
Suspension Travel:	300mm (11.8 in.)
Front Brake:	Hydraulic disc
Front Tire:	Michelin MP11 90/90X21
Rear Suspension:	Ohlins PDS
Suspension Travel:	340mm (13.4 in.)
Rear Brake:	Hydraulic disc
Rear Tire:	Michelin MP11 120/80X18
Seat Height:	924mm (36.4 in.)
Wheelbase:	1455mm (57.3 in.)
Ground Clearance:	381mm (15 in.)
Claimed Dry Weight:	211.2 lbs.
Suggested Retail Price:	\$6797

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"Mini" reverse cone megaphone design

New England Championship

Paul Milliken shows he's still got the speed in Somers

By Cheri Alix, photos by Jay Chittenden

Somers, CT 6/8

One hundred eighty riders gathered at the Four Town Fair Grounds for the annual New England Championship enduro, hosted this year by the Rams, the Ramblers and the Springfield motorcycle clubs. The fair grounds contained the pits, sign up and tech inspection. The start, however was three miles down the road, requiring riders to head out at least 10 minutes before their scheduled time. Several riders lost points before they even started, due to the long sign-up lines and not knowing that the start wasn't at the fair grounds. But that was the only major obstacle encountered during the entire race. The weather was perfect, sunny and warm. It was a little dusty out on the wide open cart roads, but the woods were



Bryan Liebenthal roosted his Honda to the High Point B win. It was a great day for thumper riders!

perfect for riding.

The speed average for the entire event was 24mph with about a dozen resets. The actual ground miles for the day came to just under seventy miles. The first section was a

grass track hare scrambles-style course, with several 180-degree turns. The track was extremely overgrown, making it difficult to see the actual course. This was the section in which the top riders dropped most of their points. The fastest riders through the section were Link/Pirelli's Josh McLevy, Mont Fairfax, and James Kelly, all dropping only three points. Smith/Manchester Honda backed Milliken, Razee/Scott-sponsored Bill Drummey, Bob White and Kemp Stewart each dropped four points.

The remainder of the race consisted of several road sections, dirt roads and whooped out, rocky trail. Much of the trail used in the event is in the state forest, which only allows for specific sections to be used by dirt bikes. The club did manage to cut a few new sections, allowing for less road travel than at previous year's events. The trails were also run backwards from last year, leaving plenty of sharp-edged whoops and a few face slappers. These sections made it difficult to keep on time, especially at 24 mph. Riders had to keep it pinned through the woods sections to make it through to each check even close to on time.

By the half way point, McLevy had the lead by dropping only four points. Being a hare scrambler, McLevy is used to holding it wide open. But he soon lost the lead in the second half, by running hot into two checks, dropping an extra four points, and knocking his final score to 15 and finishing eighth overall for the day.

Kemp Stewart took over the lead at the eighth check after zeroing all but the first check. The high speed sections in the final half slowed him down, dropping five points between the ninth and tenth checks. Stewart's final score of twelve earned him third overall.

Bob White lost two points due to a few uphill crashes. "I had it pinned up a hill, going between two trees," said White, "when the back end slid out, leaving me



Riding skill, guts, and close familiarity with the northern Connecticut trails helped Paul Milliken blast through the course to the number one spot for the day.



Four Stroke A rider Bill Drummey kept his XR400 singing, and finished with the High Point A award.



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Second place B Vet rider Lance Brown wicks it up over a fast stretch of Somers cart road.

nowhere to go but straight into a tree." White managed to recover quickly after the incident, losing only one point at the next check. But he went down again in the second half the day, losing another point. His final score was thirteen, tying him with 250 Expert rider James Kelly. White edged out Kelly for fourth place by seconds.

The overall winner came down to Milliken and Expert class rider Bill Drummey on his Honda four-stroke. "I rode with Paul on the same minute and worked off of him," said Drummey after the event. Milliken and Drummey kept the same scores for the entire event, with the second emergency

New England Championship				3. Mike Corbeil	Kaw 32	2. Glenn Arnold	Suz 29	A Light	
Class Results				4. Shaun Pimental	KTM 34	3. Anthony Mazur	KTM 31	1. James Kelly	Hus 13
Paul Milliken KTM 10				5. David Boudatt	Kaw 54	4. Alan Ross	KTM 36	2. Mont Fairfax	CRE 16
Overall Champion				C Veteran		B Bantam		3. Jason Myers	29
Bill Drummey Hon 11				1. Chris Tsokalas	KTM 37	1. Jeff Picard	Suz 36	A Bantam	
A High Point				2. Stephan Young	41	2. Mike Peristere	Yam 47	1. Pete Tanner	CRE 16
Bryan Liebenthal Hon 24				3. Pete Rainone	Hus 42	3. Ken Besette	Kaw 53	2. Kevin Howley	KTM 18
B High Point				4. Don Zongol	Hon 45	4. Steve Mickels	Kaw 56	3. Stephen Antoniou	Kaw 20
Rich Sagon Kaw 25				C Heavy		B Veteran		4. Kevin Knott	KTM 23
C High Point				1. Paul Vasconellos	Suz 47	1. Bill Riordan	KTM 30	A Veteran	
AA				2. Russ Armstrong	KTM	2. Lance Brown	Hon 33	1. Ken Robbins	CRE 14
1. Paul Milliken KTM 10				3. Scott Loring	KTM 73	3. Rob Royce	KTM 33	2. Sam Fisher	Hon 16
2. Kemp Stewart Hus 12				C Four Stroke		4. Martin Griff 36		3. Fredrick Goldgerg	Hon 18
3. Bob White CRE 13				1. Thomas Smith	Hon 33	B Heavy		4. Tom Vella	Hon 20
4. Jerry Madore Yam 14				2. Layne Derby	Hon 36	1. George English	KTM 32	5. Geoff Wurlitzer	Hon 22
5. Josh McLevy Hon 15				3. Jim Robertson	Hon 39	2. Ryan Brown	KTM 37	A Heavy	
Women				4. Doug Simone 39		3. James Copeland	KTM 39	1. Dave Carlson, Jr.	Hon 16
1. Heidi Landon Kaw 42				C Senior		B Four Stroke		2. Mike Zahansky	KTM 18
2. Tami Preve KTM 64				1. Paul Silansky	Kaw 35	1. Bryan Liebenthal	Hon 24	3. Mike Nash	KTM 28
3. Paula Stewart KTM 83				2. John Corliss	KTM 43	2. Roman Buggle	Hon 30	A Four Stroke	
C Light				3. Mike Mumford	Kaw 43	3. Layne Dutlinger	Kaw 41	1. Bill Drummey	Hon 11
1. Ronald Smith CRE 28				4. Charles Kennedy	Suz 47	4. Anthony Fabiano	Hon 41	2. James Burns	Hus 18
2. Ryan McKenzie KTM 28				Super Senior		5. Austin Jalbert	Hon 50	3. Richard Seymour	21
3 Scott Hoginski Hon 29				1. Gordon Razee	Hon 25	B Senior		4. Kenny Zabrowski	Hon 35
4. John Desimone ATK 29				2. Tom Farley	CRE 26	1. Ken Davis	Hon 26	A Senior	
C Bantam				3. Keith Goodell	CRE 26	2. Bob Kammy	Kaw 29	1. James Smith	CRE 20
1. Rich Sagon Kaw 25				B Light		3. Bob Foster	Hon 32	2. Roger Rodrigue	KTM 24
2. Mike Ladouceur Kaw 30				1. Paul Piva	Suz 26	4. Peter Anania	Kaw 39	3. Irv Witkop	KTM 25

check being the deciding factor. Milliken's winning score was 10 points with Drummey only dropping 11. Drummey not only finished second overall but he also took the Expert class High Point.

In the Amateur class, it was another four-stroke winning the class overall. Bryan Liebenthal took the win with a score of 24 on his Honda. The next highest score was a 26, which was earned by both a Senior rider, Ken Davis, and a 250 rider, Paul Piva.

The Novices were pulled off before the final two checks, making for a shorter and more enjoyable event than NETRA's previ-

ous enduro, which ran them for five hours through some of the nastiest terrain in New England. The top score at that event was a 56. The top Novice rider at the New England Championship, by comparison, dropped only 25 points for the day. Rich Sagon was the winner, followed by Ronald Smith with a score of 28. Ryan McKenzie also dropped only 28 points but lost by emergency seconds.

Kawasaki rider Heidi Landon took the win in the Women's division, followed by Tami Preve on her KTM. Paul Stewart finished in third. □

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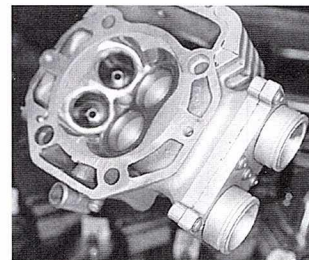
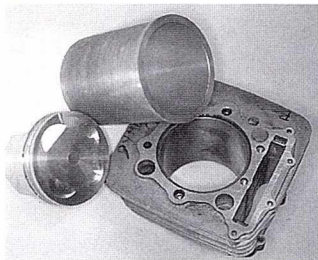
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Wm. Phelan Memorial

Starting the NETRA Junior Enduro season

By Joanne Wozniak

Brimfield, MA 4/26

It was a bright, sunny day on Saturday, April 26, in the town of Brimfield, Massachusetts, where the Springfield

Motorcycle Club was sponsoring the Willie Phelan Memorial junior enduro. The club had worked very hard on the traditional parking area, making more room to park, and on the course and surrounding area. Springfield M.C. always works very hard on junior enduros, NETRA's premier venue for all our up and coming young riders.

There was a fairly large turnout for this first event of the season. The Juniors lined up four in a row for the 9 a.m. start. There were 37 Juniors entered, ready for five laps of the course. The marked trail was roughly 6.8 miles long, mostly dry, with some rocks sections and a couple of mud spots.

After the first lap, Brian Sebben was leading, with Jesse Berthiaume, Nate Kanney, and Drew Carpenter following close behind. The riders appeared to be riding at a steady, consistent pace. There were several changes among the top few riders, but going into the third lap it was still Brian Sebben leading, with Jesse Berthiaume close behind.

After the fourth lap, Berthiaume slipped past Sebben. When it was all over, it was Berthiaume first, followed by Carpenter,



Robert Langenbach attacks an uphill on the course. He took the Mini High Point for the day.



Jesse Berthiaume was the Junior High Point winner at the William Phelan Memorial.

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Mini A class winner Adam Simcock buzzes through the woods on his CR80.



Drew Carpenter battled for the overall, but had to settle for first place in the Junior A class.



Mike Peristere rode and steady and fast to win the Junior B division.

Sebben, and Derek Phelps in fourth, in the Junior A class. Brian Wozniak was leading the Junior B class until the last lap of the course, when a sprocket snap ring broke and he headed for the pits. Repairs were made and he was back in the race, to finally finish fifth in the class. Mike Peristere was the winner of the Junior B class, with Scott Florence second, Josh Tucker third, and Joe Mullaney in fourth.

There were only two riders signed up for the Mini A class. Robert Langenbach high-pointed the class, and Adam Simcock was

first. The Mini B class had 11 riders. Scott DeCosta came in first, Willie Rowe was second, TJ Swistro came in third for the day; Sean Mullaney was fourth, and fifth place was taken by Curran Orlowski.

Three riders entered the Women's division. First place went to Bev Simcock, second was Stacey Edwards, and third went to Katie Koprowski.

After the Junior event, the Springfield M.C. started the Nervous Novice event, an opportunity for beginning riders and younger riders to try out a trail course, often with par-

ents riding along with their kids. Activities like this surely help to develop and keep the interest of our young riders. The proceeds from the Nervous Novice as well as the junior enduro help fund the William Phelan Memorial Scholarship, an award that is presented each year to a graduating senior from Coventry High School, in Coventry, CT, who excels in the visual arts. A big thanks to the Springfield M.C. for all their work in this fine event. □



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1997 KTM 250 Hop Ups

Living with the 250E/XC, and learning.

By Mark Uth

Suffice it to say, the Trail Rider '97 KTM 250EXC test bike is well broken in at this juncture. Since our initial story we've raced it in a bunch more enduros, and continued to trail ride it at the slightest hint of an excuse. As expected, it's proved its mettle on every occasion, certainly more reliably than the pilot. However, never ones to be completely satisfied, we've also had opportunity to test numerous trick aftermarket performance parts and factory recommended setup tips over the interim. Here's an update what's hot for the '97 KTMs.

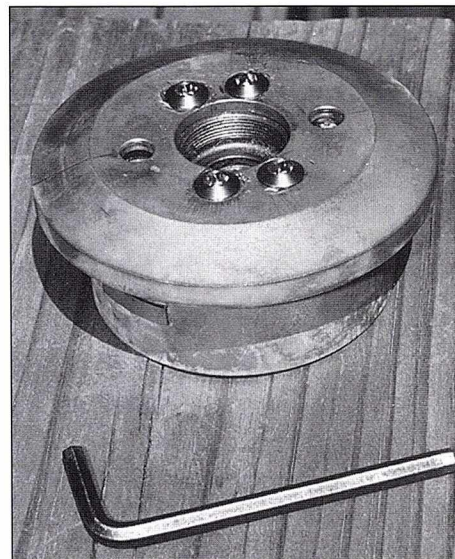
Mo Flywheel Stuff

Riding the 250 sans flywheel weight in the sand lands, our initial thoughts were that the OEM flywheel weight would spend a lot of time gathering dust in the garage. However, after racing the KTM in the rocks at this year's Ridge Run enduro and the snotty conditions of the NETRA opener, John Monahan enduro, it's become apparent that the extra 12+ ounces of weight could be useful under certain conditions.

Reattaching the weight is a cinch, provided

the proper sized fasteners are available. Chances are the stock bolts were bungered up during the disassembly process (ours came out with a cold chisel). Not surprisingly, the needed high strength M6 X 14mm flat socket hex head (counter sunk) machine screws are not commonly found in hardware or automotive parts stores. More than likely a specialty fastener supply house will need be contacted, like AAA Metric Supply of Denver, Colorado. AAA stocks a full line of metric fasteners, including grade 10.9 (high strength), type DIN 7991 flat socket hex head machine screws in various lengths and accepts mail orders via a toll free number for general sales, (800)234-0271, ext. 12.

We also investigated Mansson Technologies' titanium fasteners which are distributed by Stick-Em Up of Pleasanton, California, (510)426-1040. Kirk Kusich at Stick-Em Up steered us to a trick domed flat socket hex head bolt designed for brake rotor applications. The Mansson Technologies bolt offers two advantages. First, the titanium has a slightly higher strength (around 10% higher) than a grade 10.9 (high strength) metric fastener. Even more importantly however, the domed flat socket hex head has a bit more grip area



We found some excellent titanium fasteners for the flywheel, making it easy to take it on and off.

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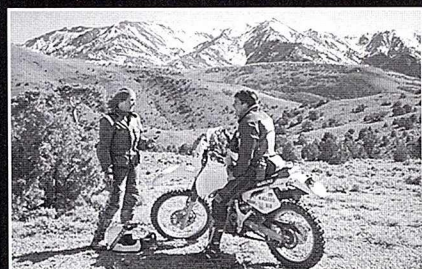
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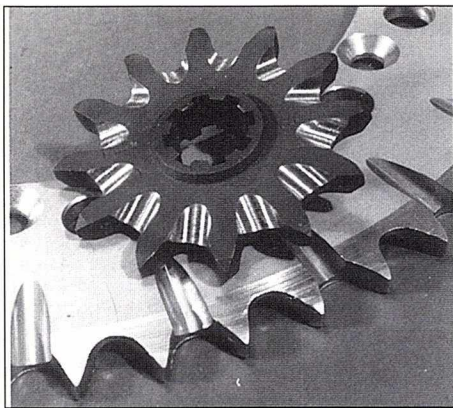
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for the hex wrench than a pure flat head, providing better resistance to head stripping at the hands of your 4mm Allen wrench. Clearance for the domed flat head fastener is okay, and the needed M6 X14 size was readily available. The only drawback was cost—the titanium fasteners are considerably more expensive than their steel counterparts, priced in excess of \$3 per bolt (four required)..

In either case, be sure to check the bolt clearance inside the flywheel once the weight is reattached. Stock bolts were measured to be approximately 13mm in length, although we found that the commonly available 14mm long bolts to work just fine (read: no internal interference and no trimming required). When reinstalling, we used blue Loctite, assuming that we'll be taking them in and out on a regular basis. Should a permanent installation be desired, red Loctite would be the ticket.

Yet more ignition tidbits. KTM's Mike Rosso says that the Kokusan ignition can be adapted to fit older KTMs, originally supplied with SEM ignitions (although we can't imagine a stock KTM ignition selling cheaper than replacement PVL units). It seems that the '97 flywheel bolts right up and the stator plate can be modified to fit by re-drilling the mounting holes to match the older cases. We haven't had the chance to confirm this yet, but it surely sounds simple enough.

Timing

The new Kokusan-equipped KTMs come with production marks in the stator plate and engine cases to be used for checking ignition timing. The production mark notches on the stator and engine case are found near the 12 o'clock position of the stator plate and may be aligned for proper timing without having to remove the flywheel. When aligned, this correlates to a timing specification of 17° BTDC (before TDC) or if you prefer, 1.9mm BTDC (250). Timing spec for the 300/360 is 2.0mm BTDC.

It is somewhat difficult to actually measure this specification, since there's no alignment hole in the stator and flywheel as with earlier KTM ignitions. As a result, you have to eye-up one of the edges of the raised sensor plate on the flywheel with the pickup sensor that is bolted onto the stator plate. Mike Rosso, of KTM East, aligns the junction of the trailing edge of the raised flywheel sensor plate with the leading edge of the pickup sensor mounted on the stator plate (excluding the pickup bracket). Eric H., of KTM West, uses the leading edge of the raised sensor plate with the trailing edge of the pickup sensor. While it might sound strange that two factory mechanics don't follow the same procedure, the truth is that the sensor plate and pickup are roughly the same size, equating to nearly an identical specifica-



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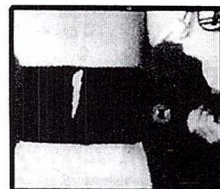
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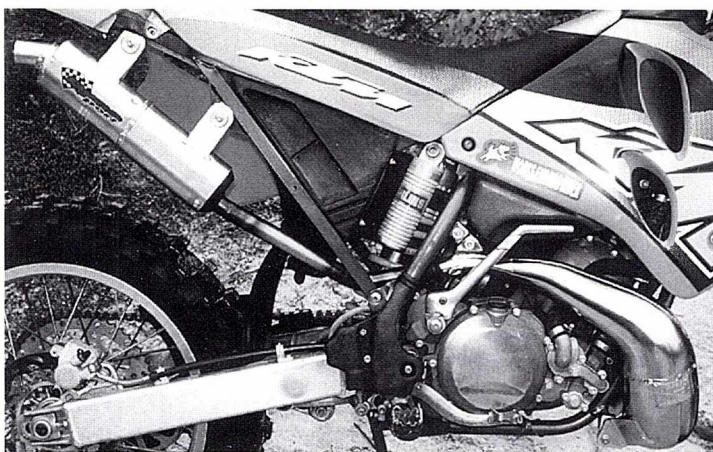
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tion. We measured our 250's timing from the factory using the above procedure and a dial indicator, finding it to be near spot-on the factory recommended 1.9mm BTDC position. Note that the flywheel spins CCW when the motor runs, therefore moving the stator plate CCW retards the timing, while moving the stator plate CW advances the timing.

We've been chasing a detonation problem with our '97 250, as the bike has insisted upon a steady diet of CAM2 to keep it happy and quiet. As a result we tried retarding the ignition timing, eyeing up the hash marks on the stator plate/engine cases and rotating the stator plate CCW to effect a couple degrees of retarded ignition. This cured our detonation problems, and now the bike sings on plain old premium pump fuel.

Exhaust Treatments

Rick Daly at Dyno Port sent us out some pipes and silencers to try out on the '97 KTM. In our earlier story on the bike, we noted that a freer flowing silencer produced better power, and as a result we stuck with a hybrid KTM MX silencer with good results. Dyno Port's menu of exhaust treatments included a nickel plated Torque Pipe (suggested retail \$199), Big Core Barker MX silencer (s/r \$99) and the new Big Core Shorty Spark Arrestor silencer/spark arrestor (s/r \$139). The BC Spark Arrestor is an especially trick product that combines a forest service approved, turbine type spark arrestor, with a short, compact, free-flowing silencer to produce forest legal, MX-like performance without excessive noise. All of our exhaust testing was done with the heavy flywheel



We liked the combination of Dyno Port's torque pipe and Big Core Spark Arrestor, a good choice for legality as well as power. The sound output isn't bad either.

weight removed.

The Dyno Port nickel plated torque pipe fits great, goes on easy and provides the great performance you'd come to expect from Dyno Port and Rich Daly, an avid KTM rider himself. Differences between the Dyno Port pipe and the stocker are subtle to seat of the pants type testing, however, we're sure that lab testing on a dyno would find a stronger bottom end with the Dyno Port torque pipe over the stocker. In the saddle, there's slightly more grunt right off the bottom, and otherwise just good smooth power right across the entire RPM range. No jetting changes were required.

Silencer installation uses the stock silencer mounting hardware and grommets. A two position mounting scheme is an improvement over

the (single mounting point) KTM MX stocker we've been using, reducing the likelihood of the silencer rattling loose (as ours did at the Pine Hill enduro). The Dyno Port Big Core Barker silencer seems to mirror the performance of any free flowing silencer, our stock KTM MX silencer included, providing good all around power with a stronger midrange bias. A bonus, the thrifty Dyno Port design produces a silencer that weighs a pound or so less than the extruded aluminum KTM MX silencer, and easily several pounds less than the EXC stocker.

Surprisingly, the Big Core Spark Arrestor silencer/spark arrestor provides a noticeably different power output, more suited to woods riding. In head to head testing, the BC Spark Arrestor unit provides a tangible increase in boost right off the bottom, a needed surge for lofting the front end over woods obstacles. Sound output is more than the stock EXC silencer, however comparable to all of the other free flowing silencers that we tried. Summarizing heft issues, the lightest option is the BC Barker silencer, while surprisingly, the Dyno Port BC Spark Arrestor silencer/spark arrestor weighs in a tad less than the OEM KTM MX unit. Obviously the stock EXC silencer/spark arrestor is the heaviest of the lot, but it's also the quietest. As with previous years, keep an eye on your pipe hangers, as the stock pipe vibration isolator-hangers on our '97 KTM failed prematurely.

Intake Tricks, Reeds and Jetting

As the weather's warmed up, the jetting reported in our original KTM story (developed

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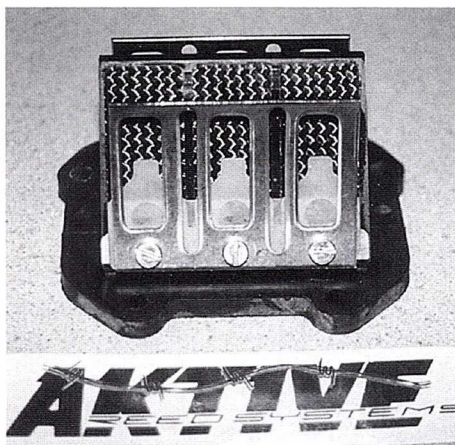


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during our cold weather testing segment) began to get a little fat. To clean things up, we leaned out fuel delivery, settling on a 45 pilot (no change), 170 main (down from a 175), N85C needle (stock needle) in the third groove from the top. KTM's Mike Rosso confirmed these settings, and further suggested going a notch leaner on the needle (second groove from the top). In this jetting configuration, combined with previously mentioned timing adjustments, the bike continues to run fine on both race fuel and pump gas, or anything in between, the spark plug electrode exhibiting a nice tan insulator color. Naturally, all jetting and associated performance impressions are for the scooter sans airbox lid. As usual, we ditched the airbox cover early on, although we probably forgot to mention it in our earlier report.

A considerable amount of time has been spent recently testing several aftermarket intake reed systems, yielding additional means for wringing more punch out of the KTM mill. Aktive Reeds, manufactured in Naples, Italy, and distributed by Tucker Rocky, tout several unique reed configurations designed for the KTM, each of which provide performance gains over the conservative minded stockers, and the capability to tune performance according to riding preferences. All Aktive reeds are used with stock reed cage and reed stops, and rightfully claim superior form, fit, and function. Additionally, advanced manufacturing techniques and space age materials are reputed to provide this enhanced performance without sacrifice of reliability or longevity. Aktive's main man Al Carr sent us two types of reeds for the KTM, which we swapped in and out, back-to-back, without making other performance changes. For a control, the 250 KTM was equipped with a Dyno Port nickel plated torque pipe, BC Spark Arrestor silencer/spark



We didn't expect much difference from just reeds, but Aktive makes a set of carbon reeds that make the bike wildly responsive. We're doing more testing with reeds, and we'll report more in the future.

arrestor, and the above jetting specifications. In order to make any performance improvements more pronounced, the Katoom's flywheel weight was refitted, making the bike sluggish and quite hard to get on-the-pipe.

The first reed tested was Aktive's Vented Reed, a dual petal (single upper, single lower), two stage design comprised of a thick vented lower petal and lighter weight solid upper petal cut from Aktive's special glass material. The Vented Reed is sold as an OEM replacement that provides a smooth power delivery with modest performance gains across the RPM range. We found this to be pretty close to the mark. With the stock reed (and flywheel weight reinstalled) the KTM reverted to the bad man-

ners of being difficult to get onto the pipe in high traction, open terrain sections. Repeated stabs of the clutch lever would eventually get things going, but not without being left in the dust like a pit squid on a DT125.

With the Aktive Vented Reed, things get going quicker than the stocker, but certainly not as quick as with the flywheel removed, and in our books, still not quick enough (recall that we prefer to race the KTM without the flywheel weight). If you're happy with the stock, weighted flywheel performance or race the bike without the flywheel weight, then the Vented Reed is a great replacement choice that'll outlast any OEM replacement and provide a mild performance gain to boot. However, if you're itching for more go, then the Aktive Multi-Frequency Carbon Reeds, our second test specimen, is your ticket to roost nirvana.

The Multi-Frequency (MF) Carbon reed is a six petal design (three upper, three lower), with a two piece, geometrically designed petal stiffener. The carbon fiber material from which the main petal is cut is a highly guarded secret in Naples. Reputed to provide more punch, the MF Carbon did that and more. Now, rather than waiting for the motor to spool up, the bike launches out of turns, up and over jumps with abandon. Not expecting such a marked improvement in the low-to-midrange transition, the first couple of times the throttle was twisted nearly resulted in the bike running out from under a very surprised test rider. Performance with the MF Carbon reed (flywheel weight installed) rivals, or perhaps even exceeds that of the same motor sans flywheel weight.

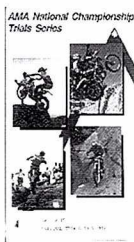
We can only guess how the MF Carbon equipped Katoom would run without the heavy flywheel, perhaps like some sort of Teutonic CR250. The catch with the MF Carbon

(Continued on page 34)



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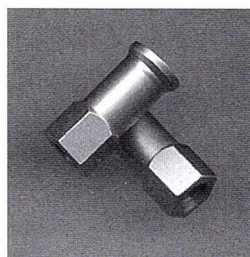


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CONNECTICUT STATE

McLevy racks up another tough win

By Cheri Alix, photos by Paul Clipper

Union, CT 7/29

The lack of rain for several months had left the Union track extremely dusty. A consortium of clubs, the Springfield M.C., the Ramblers, and the Rams, had spent many weeks bulldozing the real nasty sections and clearing rocks. The finished six-mile course, once infamous for being a giant single-track rock garden, had become mostly two track gravel roads with a few whooped out sections and silty pine groves. But there was still plenty of rock, and one thing still remained: the waterhole, which has been known to drown out many a rider.

With the starting area limited to an access road, the Connecticut State begins with a Blackwater-style start. Each four-person line starts at five second intervals, with a one minute gap between classes. This year the course was run backwards, with the riders coming around the back of the pond, giving them time to spread out instead of running straight into the waterhole right off the line.

As usual the Juniors ran first with some heavy competition between Drew Carpenter and Derek Phelps. The two riders stayed within fifteen seconds of each other the whole race. Phelps held the lead for the first two laps with Carpenter taking command on the third lap, which he held until the end, edging out Phelps by only two seconds. Rob Rowe once again took the Mini class win

with over two minutes on second place Robert Langenback. In the Women's class, it was Sally Haber taking the class win and being the only rider in her class to complete all four laps. In the Novice event, it was Joshua Beebe on his Honda 250 beating out the 158 rider field for the Novice High Point.

The main event got underway around 1:30 p.m., with the first five rows reserved for the AA class. KTM/Sunstar/Dunlop's Tom Norton, Goat/Scott/Tech Tube's McLevy and Steahly/Acerbis backed PJ Peculis all lined up on the front row. The second row had Patrick Timothy, Dave Gunn and Art Menzel.

Peculis was first off the line, but didn't get 75 feet before his front tire washed out and he crashed, landing under his bike. Norton skidded to a stop wedging his bike between Peculis's rear fender and tire. McLevy just missed the pile-up skidding off to the left.

Barreling down on the two riders was the next starting row.

"I turned around to stop everyone from running us over in the dust," said Norton, "And all I saw were three bikes skidding sideways heading right for us."

Luckily everyone skidded off into the woods and made it around the two but now Norton and Peculis were back into fifth and tenth place.

This wasn't the only near disaster the riders would encounter on the first lap. A trail was routed around a section called Suicide Hill for the Novice event run earlier in the day. The barrier to cut off this trail wasn't put in place. Not noticing the other set of arrows pointing towards Suicide Hill, McLevy, Timothy and Norton all took the long route along with at least twenty Expert riders. Randy McCann, Jason Cayer, and several other riders all followed the correct course. McCann and McLevy were the first two riders to come out at the connecting point missing each other by inches. Timothy and Norton both saw the incident and slammed on the brakes just in time to miss Cayer coming down the hill.

The section was finally ribboned-off by the next lap, preventing any further mishaps. By the end of the first lap, McCann, who had started on the third row was out in front, fol-



Randy McCann and Josh McLevy stayed exactly this far apart through most of the race. Josh got a nose in front by the end, though.



Ken Valentine was the top dog in the A open class.



The agony of defeat: When you hit the water crossing too hot, with your weight too far forward, and your engine bogs...well, you'd better be wearing a life vest rather than a chest protector!

lowed by McLevy and Cayer in third. Timothy was back ten seconds in fourth followed by Norton and Peculis. The second lap remained the same, with no rider able to pull any time on the pack. But the third lap proved a different story.

McCann slid out in a berm, allowing McLevy to get by on the outside. Timothy also moved aside to let Norton by. It was now McLevy, McCann, Cayer and Norton all pushing out in front. By the end of the lap, the four riders had put over forty seconds on fifth place Timothy, and no one was letting up.

"I knew I had to put some time on McCann before we pitted at the end of the fourth lap," said McLevy after the race. "I just pushed it as hard as I could to get away." At the end of the fourth lap, McLevy had the fifteen second lead on McCann that he needed. Cayer was still holding onto third place

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Conn State Hare Scramble		
Josh McLevy	Hon	
Overall Champion		
Brian O'Neill		
A High Point		
John Brown	KTM	
B High Point		
Joshua Beebe	Hon	
C High Point		
AA		
1. Josh McLevy	Hon	
2. Randy McCann	Kaw	
3. Jason Cayer	CRE	
4. Patrick Timothy	Kaw	
5. Jerry Madore	Yam	
Junior		
1. Drew Carpenter	Suz	
2. Derek Phelps	KTM	
3. Boyd Bower	Yam	
4. Mike Peristere	Yam	
5. Brian Sebben	Yam	
Mini		
1. Rob Rowe	Kaw	
2. Robert Langenback	Hon	
3. Will Rowe	Kaw	
4. Brian Choquette	Hon	
5. Adam Simcock	Hon	
Women		
1. Sally Haber	Kaw	
2. Pam McCann	Kaw	
3. Heidi Landon	Kaw	
4. Susan LaFlamme	Kaw	
Novice 250		
1. Joshua Beebe	Hon	
2. Eric Cooley	Kaw	
3. Steve Keeskes	Kaw	
4. Michael Serrilla	Yam	
5. Chris La Rosa	Kaw	
Novice 200		
1. Ryan Jump	Kaw	
2. Richard Lessard	Kaw	
3. Richard Merrill	Kaw	
4. Andre Cushing	Kaw	
5. Jeff Ducharme	Kaw	
Novice 125		
1. Brian Pirro	Kaw	
2. Kevin Kessler	Hon	
3. Tony Muschello	Kaw	
4. Mark Wallonis	Kaw	
5. Mike Wozniak	Kaw	
Novice Veteran		
1. Raymond Crane, Jr	Kaw	
2. William Kelly, Jr	Hon	
3. Jefferey Grant	Hon	
4. James Menard	Yam	
5. Michael Litwin	Kaw	
Novice Open		
1. Chris Panzella	Hon	
2. Steve Ostergard	Hon	
3. Roger Crandall	Hon	
4. Mike Bradruy	KTM	
5. Lorne Goralnik	Hon	
Novice Four Stroke		
1. Jon Thompson	Hon	
2. Jim Walsh	Hon	
3. Bill Reiss	Suz	
4. John Morrison	Hon	
5. Eric Poirot	Hon	
Novice Senior		
1. Paul Saquette	Kaw	
2. Mark Jolley	Kaw	
3. Tim Sylvester	Yam	
4. Paul Barbour	Hon	
5. Paul Phelps	KTM	
Amateur 250		
1. Steve Deyo	Suz	
2. Dave Clark	Hon	
3. Greg Watuta		
4. Everett Maynard, Jr.		
5. Jason Barrett		
Amateur 200		
1. Jim Senecal	Kaw	
2. Lionel Asselin, Jr.	Hon	
3. Eric Rougeau	Yam	
4. Brian Wozniak	Kaw	
5. David Popielski	Kaw	
Amateur Veteran		
1. Lance Longo	Suz	
2. Bob White	CRE	
3. Steve Labrecowe	KTM	
4. Craig Pratt	Suz	
5. Gerald Grundriam	Hus	
Amateur Open		
1. John Brown	KTM	
2. Steven Skeppard	KTM	
3. Don Mosher	KTM	
4. Dan Hayes	KTM	
Amateur Four Stroke		
1. Gus Bender	Hon	
2. Tom Mooney	Hon	
Amateur Senior		
1. Larry Piers	Yam	
2. Chris Fahan	Hon	
3. Gerald Labelle	Kaw	
4. Robert Santheson	Yam	
Super Senior		
1. David Verdetto		
Expert 250		
1. Brian O'Neil		
2. Charles Timothy	Hon	
3. Jeff Staples	Hon	
4. Kris Mooney	Yam	
5. Bruce Yuill	Yam	
Expert 200		
1. Steve Formanek	Kaw	
2. Shawn Mason	Yam	
3. Denny Anderson	Kaw	
4. Brett Costello	Yam	
5. Hans Neff	KTM	
Expert Veteran		
1. Russell Bain	Hon	
2. Scott Raymond	Kaw	
3. Peter Antinarelli	Hon	
4. Kenneth Held		
Expert Open		
1. Ken Valentine	KTM	
2. Jim Simcock	KTM	
3. Josh Hackett	Hon	
Expert Senior		
1. James Simone	Kaw	
2. John Dunn	Kaw	
3. Steve Wilcox	Suz	

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but back another thirty seconds. Norton never got to finish the fourth lap, having his third mechanical failure in as many races.

It was now Timothy in fourth place with Expert Open rider Ken Valentine close behind. Peculis had moved up into sixth place, but would end up dropping out on the fifth lap.

The final four laps were down to McLevy and McCann.

"I knew I had enough distance between us once I didn't hear McCann's bike anymore," stated McLevy "I just kept my pace and didn't think about the heat. Just tried to stay cool."

His strategy worked, and by the end of the fifth lap McLevy had put a minute on McCann which he continued to increase, taking the checkered flag with a two minute lead. Cayer hung it out for third place, finishing back another minute. Valentine had been in contention for third overall until his bike seized going into the final lap. Valentine had to settle for first place in the Expert Open class. Rounding out the top five were Steahly-backed Timothy and Jerry Madore.

In the Expert 200 class, it was an all out battle between Steve Formanek and Brian Lawson. The two riders continued trading places, never allowing the other rider to get more than five seconds ahead until the fourth lap, when Lawson did a horrendous endo. His bike was totaled, but luckily he only needed a few stitches above his left eye. Formanek went on to win the class and finished ninth overall. Finishing just ahead of Formanek was Expert 250 rider Brian O'Neill. O'Neill took the Expert Class High Point and eighth overall.

GP Racing/Maier Plastic's Russell Bain had to push his bike the last 100 yards of the seventh lap, through the waterhole to the barrels. He was unable to continue for the final lap, due to the fact that his rear tire was spinning off the rim, his clutch was smoked and his front tire was flat. He had to just sit and hope the leaders came around before anyone else in his class did. Luckily the rest of his class was lapped by the leaders, earning him the Expert Veteran class win.

John Brown was able to get in all eight laps, taking the Amateur High Point and first place in the Open class, followed by Steven Skeppard. □



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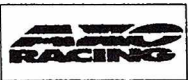
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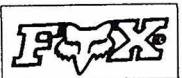
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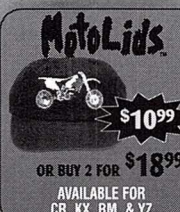


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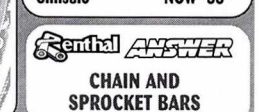
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The Merrimack Valley Trail Riders once again sponsored the annual New Hampshire Classic Charity Trail Ride to benefit the Cystic Fibrosis Foundation. The event has truly turned into a classic ride, and easily the most successful NETRA charity event to date. Since its inception, as the Leon Dube Memorial, the MVTR's annual ride has brought in \$435,000 to benefit CFF. This year alone, the event raised \$34,000 over the two-day weekend, and drew 270 riders up to New Hampshire International Speedway for the start.

The MVTR celebrated their 25th anniversary this year, but they can't claim all the success for the NH Classic. Club member Neal Lorenzen was the trail boss and chairman for the event, and worked tirelessly to make sure the trail satisfied the masses. It did, and the club was blessed



Honda dealer Gary Galleher, Lisa Babaian of CFF, and grand prize winner Lenny Collins with his new XR400.

with much better weather than they had last year, although it was a little hot. Both days featured over 100 miles of southern New Hampshire's best trail, and the clear weather presented the riders with great views from some of the high spots, more than they received from last year's rainy weekend. The high point once again was Neal's infamous power line section, with a hero's climb to the top and a look out worthy of the effort.

A Saturday night banquet entertained a portion of the riders, and gave a formal setting for the presentation of awards and a quick talk by Suzuki's Mark Hyde, who came to the event for the first time this year. Suzuki is a sponsor of the AMA National Dual Sport/Trail Ride series, which the New Hampshire Classic was a part of this year. Although it looks like a "Honda only" event, Mark "Possum" Hyde was made wel-



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The Harvey family receive a check from Honda on behalf of the Cystic Fibrosis Foundation.

come by all. Plaques were donated to all the sponsors on hand Saturday night, and they were handed out by Madisson Harvey, CF poster child, who came along with her family to watch the event. Madisson's family talked for a bit about how important the New Hampshire Classic is to CF sufferers everywhere, bringing home the reality of all the good work being done with all the funds generated.

Speaking of Honda, Rupert Dance, a local area Honda dealer who helps organize all the participating Honda dealers, presented Lisa Babaiian of CFF with a check for \$14,000, courtesy of the participating dealers and American Honda. Honda also donated a 1997 XR400R to be raffled away among the pledge-gathering riders at the event, and Lenny Collins of



"Trophy girl" Madisson Harvey helped present supporter plaques with Rupert Dance and Gary Galleher.

Marlboro, Massachusetts, was the lucky winner to take it home in his truck. Other significant sponsors of the event include Spectro Oil, American Airlines, the New Hampshire International Speedway and Trail Rider magazine.

By the end of the day Sunday, the MVTR had made sure everyone was satisfied. It's a great ride—a long ride!—and it's always for a great cause as well. Congratulations to everyone involved, and we all look forward to it next year. □

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'97 KTM 250

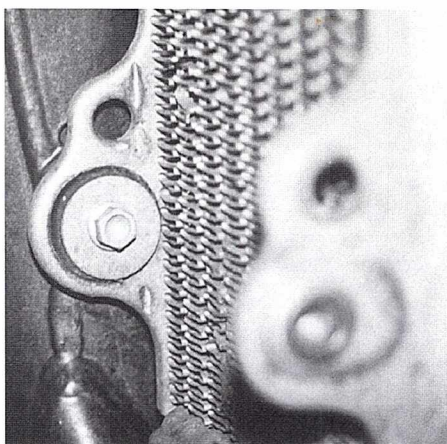
(Continued from page 27)

reed is price. While Aktive's glass reeds are competitively priced with other aftermarket and OEM reed offerings (about \$30 for 125s, \$35 for 250 and larger applications), the Aktive MF Carbon reeds cost a sawbuck and a half more (\$45-\$50) depending on application. Al Carr further noted that Aktive sells a MF glass reed that we didn't test, but essentially combines the thrifty material (and price) of the Vented Reed with the MF design, and probably provides performance somewhere between the two.

As a final note, we've recently begun testing of a prototype Moto Tassinari V-Force Delta Intake Valve. This trick-looking unit sports a twelve-count 'em—twelve petal carbon fiber reed design that that seems to boast, "let's rip!" Our prototype kit came with all the needed installation goodies, gaskets, etc., and bolts up perfectly, replacing the stock reed cage, without any required modifications. TR's been working with Moto Tassinari head honcho Steve Tassinari, and technocrat/rider Shawn Mason. Look for a complete report next month or so.

Odds and Ends

The '97 KTM's rear brake works fine, but pad longevity continues to be a sore point and is now further complicated by the rotor shape. As always, we switched to EBC sintered metallic brake pads after wearing out the stockers. The sintered metal pad in the past has provided good feel and great longevity, at the expense of slightly accelerated rotor wear. However, we noticed on our '97 that the pads and rotor itself were wearing faster than usual and unevenly to boot, so we took a closer look. It turns out that the stock rotor has been



Watch out for the plastic rubbing on the aluminum radiator mounting tabs. This kind of scuffing can create weak spots where the aluminum can crack.

changed and that the rotor bearing surface is now thinner than the pad bearing area. This causes the pad to extend into the rotor "spokes" and consequently causes increased wear in the smallish spoke areas. At the same time, pad wear in the area of the pad that spends more time in contact with the rotor is increased, resulting in uneven pad wear. Inspection of the rotor on a '93 model KTM finds that rotor with a wider contact area, which better matches the pad footprint, preventing this uneven wear condition. It's likely that the '97 brake mismatch also contributes to accelerated pad wear of the stock pads. Once the rotor's trashed on a '97 (way prematurely, no doubt), we'd endorse its replace-

ment with a older model OEM KTM or aftermarket solid rotor for improved rear pad longevity.

As reported in our initial story, the '97 KTMs come with a new radiator design and associated mounting hardware. On both '96 and '97 models, we've noticed that the bolt and washer used on the lower radiator mounting point are small enough to be pulled through the mounting grommet during a crash. While this might sometimes prevent more serious radiator damage, it often goes unnoticed and could as a result, lead to collateral damage over the long term. One solution is to check the lower radiator mounting after rough get-offs to ensure that everything's still in place. Another option, which we opted for, is to increase the size of the retaining washers used on the radiator mounting points.

Finally, we had planned on providing some updated insight on the Marzocchi 50mm fork in this story, but unfortunately, there seems to be little consensus regarding its performance and potential improvements. Quite frankly, we've found the stock set up to be excellent over a wide range of terrain, certainly much improved over the '95 and '96 Zokes. Most changes made by racers we've spoken with are related to rebound damping (which also affects compression damping), even though, surprisingly, some riders are increasing rebound damping, while others are reducing. Either of these changes can be accomplished by fiddling with the oil viscosity in the rebound leg, although some KTM tuners think that revalving is a better option. Go figure. One thing we can say for certain, is that the fork continues to pump up with air pressure as bad as any we can remember. Be sure to rotate the fork tube so that the bleeder screw is readily accessible to facilitate frequent bleeding of air-charged forks. □

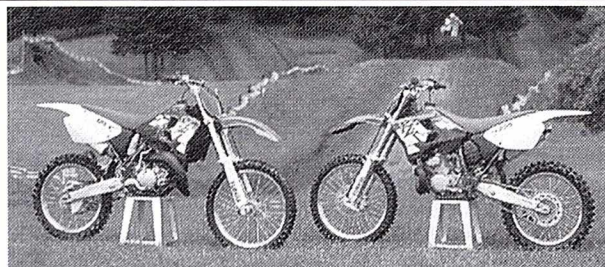
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by Mark Uth

Reed Retrofit

The modern reed intake valve is an unsung hero, largely responsible for the enhanced two stroke engine performance currently enjoyed within the sport. Prior to the now widespread use of reed valves, two stroke induction was primarily handled by piston port designs, and, to a lesser extent, rotary valves. Piston port motors, you'll recall, were near impossible to jet accurately, and almost always resulted in uneven performance across the engine's RPM range. This was because the incoming charge was controlled solely by port geometry and piston position, essentially resulting in a very narrow RPM range in which intake characteristics were optimized. Similarly, rotary induction motors are regulated by the rotary valve cutout size, shape and position (relative to crank angle), again a fixed parameter that narrows optimum intake performance. It seems somewhat nostalgic now, however, riders of piston port Hodakas, Pentons, Yamahas and the like frequently carried a fanny pack full of spare spark plugs to combat the impending (and repeated) onslaught of plug foulings so common to pre-reed valve engine design.

Early generation reed valve intake systems were quite primitive as well, many of which used smallish reeds made from thin stainless steel. Nonetheless, these motors ran better than their predecessors and paved the way for today's myriad of intake/reed valve designs.

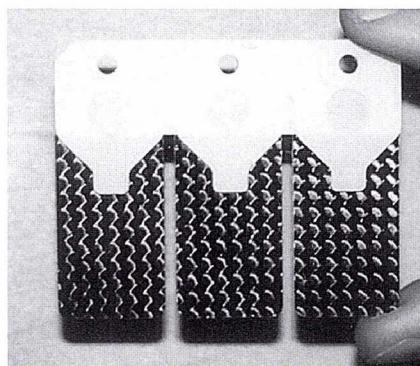
Before we launch into what sets different reeds and intake tricks apart, however, an aside on what's happening within an engine as it draws a lung full of go juice is in order.

As a piston moves upward toward TDC, air is sucked through the air filter and carburetor. As the charge of air passes through the carburetor, it accelerates (due to the carb venturi effect) and picks up some fuel as a matter of course. Fuel is atomized and mixed in the process, and soon passes through the open reed valve into, surprisingly, the motor's bottom end. On the other side of the piston, in the combustion chamber, the business end of the combustion transaction is happening as fuel burns and expands, exerting a downward force on the piston to create the power stroke. Once the piston begins its downward journey, the bottom end begins to pressurize, causing two things to happen. First, the reed valve slams shut, temporarily closing off the intake track, preventing the fuel-air charge from being pushed back out through the carburetor. This leaves only one path for the now compressed intake charge, and that's through the transfer ports and into the combustion chamber. When the piston bottoms out and reverses its stroke, again the bottom end reverts to a low pressure state, allowing the reed valve to open and begin the whole process once more.

The surprising thing about this process is the speed at which it happens; and as a result, the demand put on these thin little slabs of composite glass/carbon plies and resin. At 60 RPM (if your engine could run this slow, which it can't), the whole two-stroke Otto cycle would occur once per second. Moving more toward reality, at a low idle speed of say, 600 RPM, your reed valve is opening and slamming shut ten times per second. Amazingly, at a common engine cruising speed of 6000 RPM, those little buggers are fluttering away, 100 times a second, while max over rev might be near twice that! No doubt a tall order.

With all this open and shut cycling going on so quickly, it's easy to liken reed valve performance to a vibration. Readers who soaked up some rudimentary

high school physics will recall that vibrations are measured by frequency, essentially cycles per unit time, e.g., cycles per second; and that every piece of matter has a "natural frequency" at which it's comfortable vibrating at. Deviate the wrong side of the natural frequency and you've got destructive interference, which in extreme cases can literally cause an object to self-destruct (see: bridges, Tacoma Narrows). In reed design, matching this natural frequency



to intake track performance inherent to a given motor is a major factor in maximizing performance. Naturally, nearly every motor, even subsequent model years of the same power plant, exhibits subtle yet different intake track design, necessitating re-engineering of reed performance to match. Beware any reed manufacturer that sells the exact same reed valve

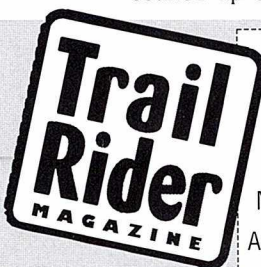
(same part number) for many different bikes, as chances are that it was designed right for the first application, and is a compromise for all others.

All this discussion related to reed natural frequency and vibration is related to a largely unknown factor in reed performance. It turns out, the reed valve helps create pulses or shock waves in the intake track, which like a two stroke exhaust system, can be optimized for desired engine performance. As the reeds slam shut onto the reed cage seat, the sudden back pressure buildup sends a shock wave up the intake, which upon its reflection aids intake performance during the next stroke. One of the easiest ways to change the characteristics of this generated wave is by changing the shape of the reed.

Reed valve tip area directly correlates to wave strength, as reed designs with less tip areas produce sharper, stronger, shorter duration pulses, characteristic of a more abrupt power delivery, while reed designs with greater tip area, e.g., mono petal, dual stage or vented designs marketed by Boyesen, Aktive, et. al., produce a weaker, yet longer duration wave which correlates to

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a smoother power delivery.

Another factor in reed performance ties back into our physics lesson. Because each unique reed design (material and shape) has its own natural frequency, each works best at an RPM range or near this natural frequency—deviate too far from it and reed performance degrades sharply. Some manufacturers have addressed this problem by carefully designing their reed stops so that the reed petal comes in contact with the stop progressively. As the reed valve opens, the reed petal/reed stop contact area increases, changing the effective reed shape and subsequently the natural frequency..

Another approach, necessary because not all reed stops work in this manner, is the trick Multi-Frequency (MF) Reed patented by Active. The MF reed uses a thin stand-off (spacer) and damper that are sandwiched on top of the reed petals during assembly, to tune and progressively change the MF Reed's natural frequency. Changes to spacer thickness and damper shape allow this trick reed design to be tailored to each application. In both cases, the result is a reed with optimum performance over a much wider RPM range. What all this boils down to is that just as an aftermarket pipe can be used to tune engine power delivery characteristics, reed shape and design can similarly change a motor's output characteristics as well. Admittedly, we were skeptical at first, although after considerable hands-on testing we've been convinced that different designs do in fact yield a tangible difference in engine performance.

In addition to performance considerations, reliability and longevity is an important factor in making a reed valve choice as well. Most reed valves are made from inexpensive glass plies laid up in epoxy resin. While the epoxy used is no doubt of great importance, surprisingly, the control of the amount of resin used within the composite is a significant quality control parameter as well. Carelessness in these areas can lead to a reed petal that deviates from its designed rigidity, causing poor performance or even premature failures. More expensive carbon fibers are also used extensively in reed designs, preferred because of their lower weight (45% less) compared to similar glass plies. This produces a reed petal that weighs less and subsequently develops less inertia when vibrating, which in turn places less stress on the reed petal for better longevity and provides crisper performance. Seat-of-the-pants translation is better throttle response and over-rev characteristics.

Reed petal failures are usually tied to feathering or breakdown of the reed petal tips or the eventual curling of the petal material, both of which typically result in harder starting and poor low speed performance. Tip failures are especially likely in reeds that are die cut, which produces an edge that is rough and coarse from the glass fibers that have been torn away from the surrounding resin. This weakens the reed and causes the eventual delamination at the reed tip. Some manufacturers, like Active, use material-friendly machine cutting processes to shape the reed, and then a second process to radius the edges. This reduces the risk of failures resulting from delaminations propagating from the reed edge.

Naturally, when installing a new reed (or

for that matter, when inspecting any reed valve) there should be absolutely no gap between the reed tip and the seat. Eventually, all reeds will begin to curl up, however, again Active has an inherent design trick to combat this phenomena as well. Active uses what they call an active matrix material (hence the name), which employs different specification glass and/or carbon plies on the top and bottom layers of their reeds. Top layers use plies with a bias toward greater compression strength, while bottom plies are biased toward greater strength in tension. This actually results in a reed petal with a slight bow, which when bolted onto your reed cage ensures better sealing and resistance to curling.

When installing new reeds, you'll note that most manufacturers use some sort of identification notch, which is intended to be oriented in the lower right hand corner (when the reed tips are facing upward). Following this industry convention is especially important when installing reeds designed from active matrix components.

The final step of any reed retrofit project is addressing jetting. Not surprisingly, different reed designs demand different jetting changes, although it can be said that reeds that closely mirror the shape of the OEM reeds will pretty closely follow stock jetting specifications as

well. As always, jetting is a trial and error process that demands time and testing.

On a closing note, don't forget that even the trickiest performance parts and radical porting will not overcome the affects of bad setup (read: jetting) or worn-out parts. First (and last) step in any performance hop-up project should be to optimize setup first, before shelling out cash for additional trick aftermarket parts. □

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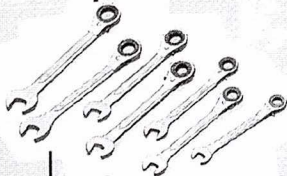
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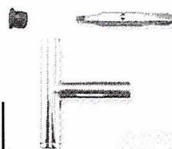
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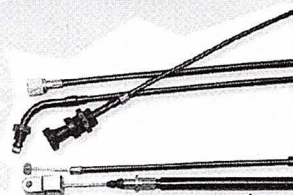


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Name of Team _____

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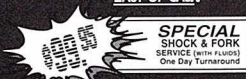
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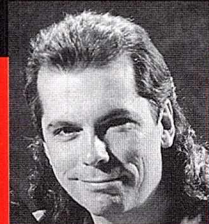
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HERTFELDER

Qualifier Prep

I admit to being a charter member of the A.F. of H., the American Federation of Hacks; I have carried a Backyard Journeyman card for a long time. Matter of fact, I was into my third automobile before I found out you could buy spare parts in BOXES. I thought they only came from junkyards, packed in thick black grunge that transferred itself to a solid black ring around whatever pocket you carried your cash in. As I remember, the odds on getting a radiator worse than the one you had were six to five, getting a generator with good brushes was a twenty to one shot and getting a transmission with good syncros AND reverse an impossibility.

By the time I contracted motorcycle disease I KNEW that parts came in boxes, but I found that a good many of the things were in a state of limbo called Back Ordered at The Factory; which I think means they were planting the trees they'd use to make the boxes to ship them in. In the interest of maintaining mobility, I have backyard-hacked some of the world's finest (they said) magneto systems into total-loss ignition bastardizations, powered by used lantern batteries my railroad brakeman neighbor throws away. I have run a Spanish bike with a German left fork leg, a Japanese right fork leg and a British wheel in the middle. This particular combination was magnetically attracted to wood and ran into trees with great regularity.

The reason I'm telling you about my hack heritage is that I've met a fellow who has out-hacked me. This guy is such a hack he makes me feel like Gordon Jennings, who, as you know, uses only imported German air in Metzeler tires, curses in Japanese when he drops a circlip into a Mikuni carburetor, and has been known to hurl broken Ducati parts onto the roof of a five story building in a true Italian frenzy.

Scot "Superhack" Steele came east from Petaluma, California, in a Chinook camper that had been declared unfit for human habitation in Tucson and had gotten worse since. Scot could not only easily break a crowbar in a sandbox, but also lose one of the pieces. He could cross-thread a brass fuel line fitting faster than a left handed orangutan, proceed to screw the thing tight with a 14 inch Stillson wrench, and THEN complain that the fitting got so hot it burned his finger!

Watching him clean a float bowl would bring tears to your eyes. He made it look as difficult as overhauling a hot Baldwin locomotive parked at a twenty degree angle.

Scot has brought new vitality and new imagination to the backyard hack movement. The rear axle of his KTM sports a lovely aluminum daisy with a dozen rounded, gently curved petals.

Closer inspection reveals that he's lost an

axle spacer and filled the void with beer can pop-top tabs. The brake pedal appears to be a Gilbert Erector Set original. The KTM's original seat had been devoured by Brian Halton's cur after the beast developed a liking for Naugahyde when he ingested the seats from Mel Downs' sidecar.

The sidecar seat must have been a real treat, because Mel belonged to every computer dating scam in California and has a different female companion in the sidecar every weekend.

The re-covered seat did not turn out as tight as intended and looks a lot like my fat Aunt Martha after she's been beached by a falling tide.

Scot immediately recognized me as a kindred spirit, and began parking next to my van at enduros. At the Dual State Enduro in Maryland, Scot drifted in at midnight and, thankfully, scared off Tomlin's dog who had the lid to my cooler open and my linked sausage part way out.

I got up at seven, wolfed down a bacon and egg sandwich that some nice ladies were selling, threw another sausage to Tomlin's dog, and was as ready as I was ever going to be. I like to be ready for a Sunday enduro on Wednesday night. I never AM, but I'd still LIKE to be.

I saw Scot grunt his bike onto a milk crate and start to pull his rear wheel. We had 45 minutes to key time and I'd drawn number #57D late yesterday, so Scot would have something like two hours to get himself organized. I noticed he hadn't signed up yet since he didn't have two rear view mirrors, required by Maryland law and available at the sign-in table.

"I'm practicing for a two-day Qualifier," Scot explained, "I'm going to mount a new tire".

Propped against his milk crate was a copy of Macho Dirt Scooter magazine, showing Mike Lafferty mounting a new tire while holding his breath.

What the pictures didn't show was dad Lafferty with a stopwatch in one hand and a seven foot bullwhip in the other, cracking the whip alongside Michael's left ear every fifteen seconds.

"Best thing to do," I told him, "is to leave a new tire under a boiling hot shower for 45 minutes before you mount it."

"What's the next best thing?"

"Shave a millimeter and a half off one rim edge."

"What's the third best thing?" he asked.

"Start the engine and deep throat the exhaust pipe," I told him.

I booted up, drank a gallon and a half of water, made a final pit stop and left at 8:52. Scot didn't have the tire mounted yet for the very good reason that he didn't have the old one OFF yet. To his credit, he had only overturned the whole works one time; when he gave the wheel a yank BEFORE he disconnected the backing plate torque arm. I asked him to give Tomlin's dog two of my sausages at noon and to save me at least one of my cans of Schlitz for medicinal purposes.

At the start line they dropped us, rear view mirrors and all, into a neat little creek that bothered no one, except maybe the crayfish. A mile later and I still hadn't dried my rear brake enough to matter, and I fumble-footed my way into a small deep mud hole, full of a grey paste resembling concrete. I ran the next twelve miles with no rear brakes, which was stupid, and managed to get off three times on steep downhills. The first drop turned my cheap rear view mirrors into side view mirrors. The second fall turned one into an up view mirror and the other into a down view mirror. The third drop turned the mirrors

into two small piles of glass slivers after I'd run into the top branches of a fallen tree, the softest thing I could find at the time.

Over an hour late by now I wandered back to the start area, over the lovely Maryland countryside that is always a treat and a half, just beautiful. I stopped to buy a lemonade and poured the ice down the back of my jersey and when I got back Scot was STILL working on that tire. The rim now appeared to have been chewed by wolves. For sure, that rim would never spin a tire unless Scot ran into a railroad 'frog' switch packing double with Roseann and running late.

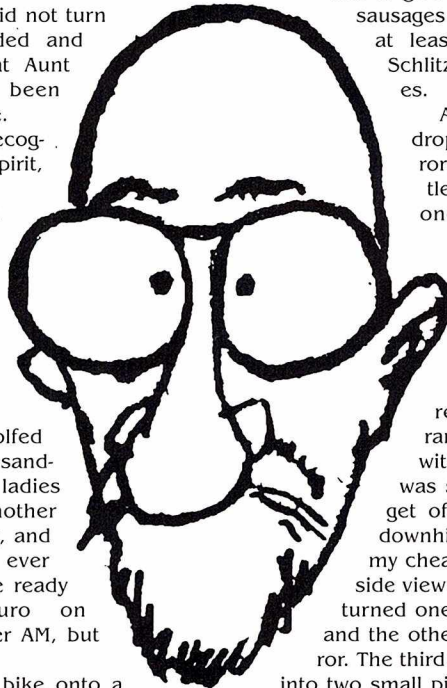
"Scot," I said, "you better forget about that TWO-DAY Qualifier."

"Say what?" he asked, spraying sweat off his lips.

"If I was you, I'd start looking for a THREE-Day Qualifier!"

— Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.



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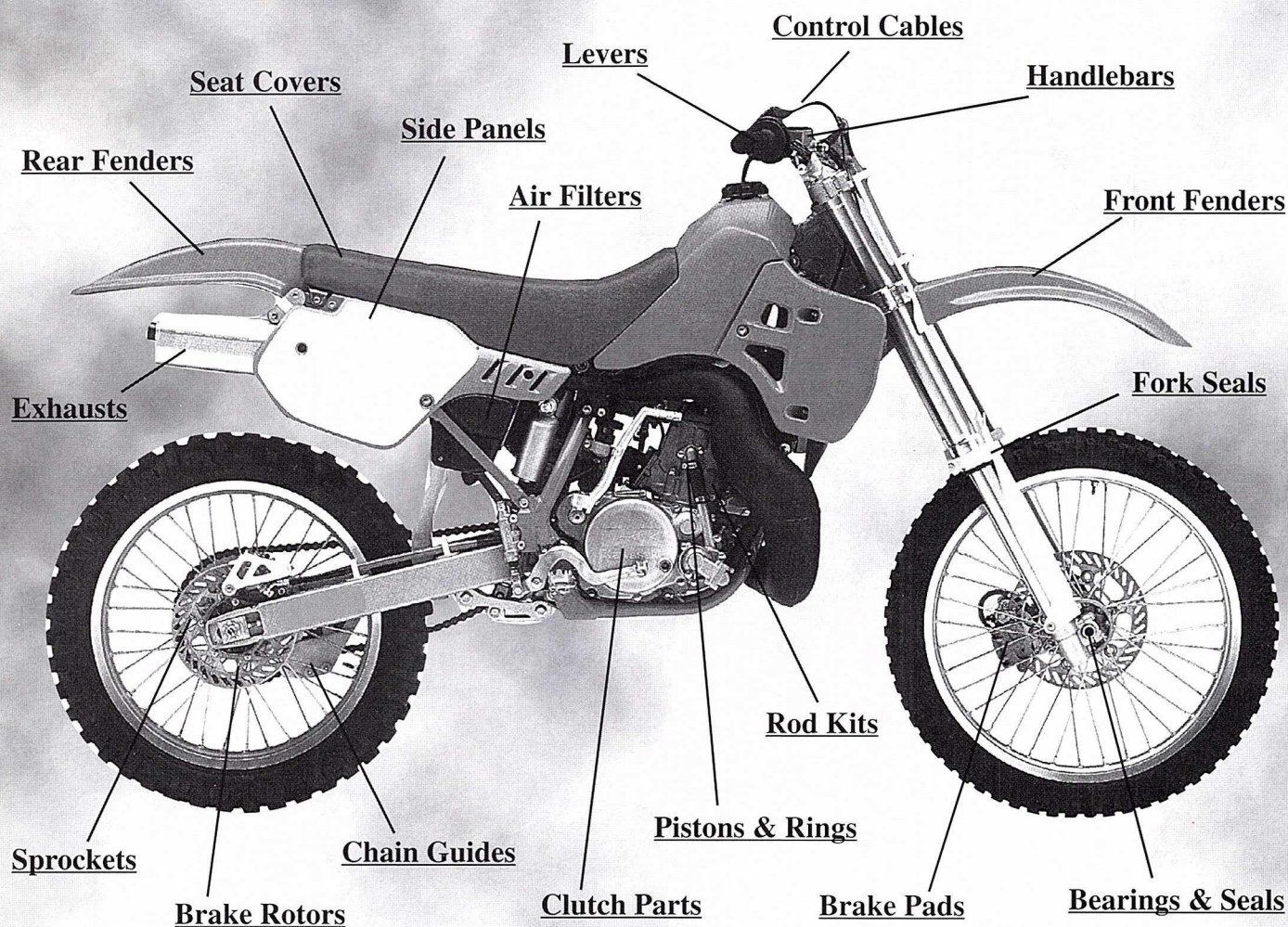
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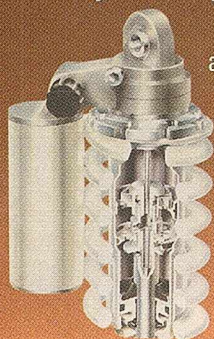
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In the world of off-road motorcycles, KTM has always been recognized as the leader in technological innovation. For '98 KTM has again raised the mark. The sophistication of design leading the way; **PDS, or Progressive Damping System.** Throughout the history of off-road motorcycles the innovations have been many and the evolution constant but there have only been a handful of suspension concepts that have completely changed the sport. PDS is just such a revelation. It is what all future suspension configurations will aspire to. And KTM has it today, exclusively. They engineered it, tested it and developed it into production.

PDS Working directly with the suspension engineers at WP, they developed the '98 **WP shock**, the first 'Shock with a Brain' and the heart of the PDS system. Essentially, the **WP 'Smart Shock'** is both speed and position sensitive, eliminating the need for complex linkage elaborately engineered to accomplish the same task. **WP**

The WP shock dual-piston and proprietary needle valve design produces a **completely progressive rising rate** with **virtually limitless adjustability.** It also features external adjustment for compression, and rebound damping, rendering 're-valving' of suspension obsolete.

The KTM '98 2-Stroke line has been developed specifically around PDS from the chassis up. The advantages of a linkless system are dramatic - there's strength in simplicity. One of the most important benefits is rigidity, reducing flex and increasing torsional resistance. The shock has been re-located to accommodate a larger air box, (rather than the other way around) producing a direct air intake tract into the carburetor and an overall slimmer profile. Now that's using your shock.



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